Report

OF THE

Bom[illegible] of Commerce

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(Esta[illegible]ed 2[illegible] Septemt

PRESENTED TO THE ANNUAL GENERAL M[illegible]
HELD ON THE 16TH MARCH 1910.

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1910.

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Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1909.

(Established 22nd September 1836.)

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 16TH MARCH 1910.

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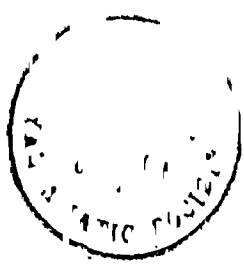

Bombay:

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

The Rt. Hon'ble LORD READY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Members.

Messrs. ALLEN BROTHERS & Co., LD.
" BEGBIE (J. A.) & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co.
" BLASCHECK (A.) & Co.
" BREUL & Co.
" BUMB & REIF.
" CHUGONDAS & Co.
" COOK (THOMAS) & SON.
" CORY BROS. & Co., LD.
" COX & Co.
" CRAIGIE, BLUNT AND CAROE.
" CRAWFORD, BROWN & Co.
" DAVID (SASSOON J.) & Co.
" DICKINSON (JOHN) & Co., LD.
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" DUXBURY (J.) & Co., LD.
" EWART, LATHAM & Co.
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" FERGUSON (A. F.) & Co.
" FINLAY (JAMES) & Co., LD.
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" FORBES (C. H. B.) & Co.
" FORBES, FORBES, CAMPBELL & Co., LD.
" FRAMJEE, SONS & Co.
" GADDUM & Co., LD.
" GLADE & Co.
" GLAZEBROOK & Co.
" GRAHAM (W. & A.) & Co.
" GREAVES, COTTON & Co.
" GUTMANN & Co.
" GYSI & KLEINJUNG, LD.
" HOLLAND & MOSS, LD.
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" KIDDER, REEVE & Co.
" KILLICK, NIXON & Co.
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Messrs. LATHAM, ABERCROMBIE & Co.
" LATHAM & Co.
" LITTLE & Co.
" LOUIS, DREYFUS & Co.
" LYON & Co. (BOMBAY), LD.
" MACDONALD (C.) & Co.
" MACKINNON, MACKENZIE & Co.
" MARSHALL, SONS & Co., LD.
" MARSLAND, PRICE & Co., LD.
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" PRIER DE SAONE & Co.
" RALLI BROTHERS.
" RICHARDSON & CRUDDAS.
" RUTTONSEY, DENSO & Co.
" SAMUEL FITZE & Co.
" SANDAY & Co.
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" SCHILL SEEBOHM & Co., LD.
" SCHRODER SMIDT & Co.
" SERVICE (GEORGE) & Co.
" SHAW WALLACE & Co.
" SPINNER (E.) & Co.
" STEFFENS & NOLLE, LD. Bombay Agency.
" STEINERS, LD.
" STRANDES (A) & Co.
" TATA, SONS & Co.
" TURNER, MORRISON & Co.
" VOLKART BROTHERS.
" WALLACE & Co.
" WORMAN & Co.
THE ALLIANCE BANK OF SIMLA, LD.

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THE AUSTRIAN LLOYD'S S. N. COMPANY.
THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE B. B. & C. I. RAILWAY.
THE BOMBAY COMPANY, LD.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE G. I. P. RAILWAY.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE INTERNATIONAL BANKING CORPORATION.
THE MITSUI BUSSAN KAISHA, LD.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE NEW MOFUSSIL CO., LD.
THE NEW ZEALAND INSURANCE CO., LD.
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THE RUBATTINO S. N. COMPANY.
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THE STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.
THE YOKOHAMA SPECIE BANK, LD.
AHMEDBHOY HABIBBHOY, ESQ.
JOHN FACHIRI, ESQ.
A. K. LESLIE, ESQ.
A. JANOWITZER, ESQ.

COMMITTEE FOR 1910.

THE HON'BLE MR. R. G. MONTEATH, *Chairman.*
THE HON'BLE W. L. GRAHAM, *Deputy Chairman.*
THE HON'BLE MR. HERBERT R. GREAVES.
J. BLACK, ESQ. (*National Bank*).
J. J. DAMALA, ESQ.
D. M. INGLIS, ESQ.
W. H. OGSTON, ESQ.
MAJOR A. D. G. SHELLEY, R. E.
E. YEO, ESQ.

RETIRING COMMITTEE.

THE HON'BLE MR. C. H. ARMSTRONG, *Chairman.*
THE HON'BLE MR. J. S. WARDLAW MILNE, *Dy. Chairman.*
J. BLACK, ESQ. (*F. F. C. & Co.*)
*R. G. MONTEATH, ESQ.
W. L. GRAHAM, ESQ.
*J. J. DAMALA, ESQ.
F. T. RICKARDS, ESQ.
H. UBHLINGER, ESQ.
C. H. WILSON, ESQ., C.I.E.

J. B. LESLIE-ROGERS, ESQ., SECRETARY.
R. E. GREGOR-PEARSE, ESQ., ASST. SECRETARY.

CHAMBER'S REPRESENTATIVES.

Legislative Council of H. E. the Governor-General of India.

THE HON'BLE MR. R. G MONTEATH.

Legislative Council of H. E. the Governor of Bombay.

THE HON'BLE MR. W. L. GRAHAM.

Bombay Port Trust Board.

C. H. ARMSTRONG, ESQ.
THE HON'BLE MR. HERBERT R. GREAVES.
THE HON'BLE MR. H. E. E. PROCTER.
W. C. SYMES, ESQ.
THE HON'BLE MR. R. G. MONTEATH

Bombay Improvement Trust.

A. M. TOD, ESQ.

Bombay Municipal Corporation.

J. S. WARDLAW MILNE, ESQ.
A. M. TOD, ESQ.

* Mr. D. Carmichael and Mr. J. N. Metaxa, who were elected members of the Committee for 1909, resigned during the year on proceeding to Europe, and were succeeded by Mr. R. G. Monteath and Mr. J. J. Damala respectively.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	J. Foggo	1867-68
M. T. Brownrigg	1837-38	Hamilton Maxwell	1868-69
H. G. Gordon	1838-39	H. E. Astley / D. Graham	1869-70
J. Skinner	1839-40	A. D. Grant	1870-71
T. R. Richmond	1840-41	W. G. Hall	1871-72
C. B. Skinner	1841-42	J. K. Bythell	1872-73
S. D. Murray	1842-43	H. E. Bright / E. Lord	1873-74
J. Wright / E. Lyon	1843-44	D. Watson	1874-75
T. Cardwell	1844-45	J. A. Forbes	1875-76
J. Smith	1845-46	G. F. Henry / Donald Graham	1876-77
W. Graham	1846-47	Walter Lang	1877-78
John Parsons	1847-48	M. Mowat	1878-79
A. G. Latham	1848-49	C. Macdonald	1879-80
Robert Strong	1849-50	J. N. Graham	1880-81
W. S. Grey	1850-51	E. Comber / W. M. Macaulay	1881-82
John Parsons	1851-52	James Thorburn	1882-83
A. H. Campbell	1852-53	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
H. B. Gilmour	1853-54	A. F. Beaufort	1890°
James Graham	1854-55	L. R. W. Forrest	1890°, 1891, 1892°
W. F. Hunter	1855-56	J. L. Symons	1892°
A. T. Binny / H. B. Gilmour	1856-57	R. S. Campbell	1893°
John Fleming	1857-58	W. R. Macdonell	1893°, 1894, 1895
Robert Ryrie	1858-59	A. F. Beaufort	1896
H. D. Cartwright / Henry Scott	1859-60	A. Abercrombie	1897
Andrew Grant / George Hamilton / George Lord	1860-61	R. H. Macaulay	1898
James N. Fleming / Michael H. Scott	1861-62	A. Abercrombie	1899
Robert Hannay / Alexander Brown	1862-63	William Greaves	1900, 1901, 1902°
Andrew Grant	1863-64	J. M. Dick	1902°, 1903
A. C. Gumpert / Alexander Stewart	1864-65	C. H. Armstrong	1904, 1905
A. J. Hunter	1865-66	H. E. E. Procter	1906
W. Christian / A. J. Hunter / Alexander Brown	1866-67	C. H. Armstrong	1907
		H. E. E. Procter	1908
		C. H. Armstrong	1909
		R. G. Monteath	1910

(° Part year.)

Secretaries.

R. X. Murphy	1836-38	H. Brooke	1859-64
J. E. Brenan	1838	James Taylor	1864-73
R. X. Murphy	1838-41	John Gordon	1873-84
T. J. A. Scott	1841-46	David Watson (Acting)	1881-82
John Connon	1846-57	John Marshall	1884-98
John Mawson	1857-59	Frederick Nöel-Paton	1898-1905
J. A. Crowe (Acting)	1858-59		

J. B. LESLIE-ROGERS, appointed 1905.

Bombay Chamber of Commerce.

Annual General Meeting.

The annual meeting of the members of the Bombay Chamber of Commerce was held at the offices of the Chamber, Graham's Buildings, on Wednesday, 16th March 1910, at 3-30 p. m., to transact the following business:—

(1) To receive the report of the outgoing Committee for the year 1909.

(2) To confirm the nomination of the Members of the new Committee made in accordance with Section 12, Rule VII.

(3) To confirm the addition of the item Oil Cake Powder to the Chamber's Tonnage Schedule.

(4) To amend Rules VI & VII (1) of the Chamber's Rules and Regulations.

(5) To sanction the deletion of the Chamber's Rules for the election of a representative to serve on the Legislative Council of H. E. the Governor of Bombay and to make the Rules for the election of Port Trustees applicable to the election of the Chamber's representatives on the Legislative Councils of the Governor General of India and the Governor of Bombay.

(6) To appoint Auditors of the Chamber's Accounts for the year 1910.

(7) To appoint two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

The following members were present:—

The Hon. Mr. N. S. Glazebrook of Messrs. Glazebrook and Co.; the Hon. Mr. H. E. E. Procter and Mr. H. P. Hebblethwaite of Messrs. Killick, Nixon and Co.; Mr. H. Blascheck of Messrs. A. Blascheck and Co.; Mr. Jivandas Pitamber of Messrs. Chugondas and Co.; Mr. J. Fairclough of Messrs. Ewart Latham and Co.; Mr. C. Vernon

of Messrs. Farbenfabrican Bayer and Co., Ld.; Mr. D. M. Inglis of Messrs. James Finlay and Co., Ld.; Mr. C. H. B. Forbes of Messrs. C. Forbes and Co.; Mr. J. Black and Mr. M. N. Hogg of Messrs. Forbes, Forbes, Campbell and Co., Ld.; Mr. O. Meyer of Messrs. Gaddum and Co., Ld.; Mr. W. L. Graham of Messrs. W. and A. Graham and Co.; Mr J. Gutmann of Messrs. Gutmann and Co.; Mr. W. D. Hall of Messrs. Latham Abercrombie and Co.; Mr. A. E. Lord and Mr. G. H. Bowman of Messrs. Lyon and Co. (Bombay), Ld.; Mr. W. Jeselsohn of Messrs. Louis Dreyfus and Co.; Mr. R. G. Monteath of Messrs. Mackinnon Mackenzie and Co.; Mr. A. Moritz of Messrs. A. Moritz and Co.; Mr. Purshotumdas Thackordas of Messrs. Narandas Rajaram and Co.; Mr. O. G. Owen of Messrs. Owen and Okell; Mr. C. H. Roberts of Messrs. Prier de Saone and Co.; Mr. J. J. Damala; Mr. G. Xydis and Mr. P. Calvocaressi of Messrs. Ralli Brothers; Mr. H. C. Jewell of Messrs. Samuel Fitz and Co., Ld.; Mr. A. G. Dovey of Messrs. David Sassoon and Co., Ld.; Mr. A. J. Raymond of Messrs. E. D. Sassoon and Co.; Mr. J. M. Mair of Messrs. George Service and Co.; Mr. T. Sharples of Messrs. Steiners, Ld.; Mr. H. Uehlinger and Mr. J. Mueller of Messrs. Volkart Bros.; Mr. H. C. Wright of Messrs. Wallace and Co.; Mr. S. J. Gillum of the Bombay Co. Ld.; Mr. J. Van Rykom of the Holland-Bombay Trading Co., Ld.; Mr. Y. Kanno of the Mitsui Bussan Kaisha, Ld.; Mr. T. D. Moore of the New Mofussil Co., Ld.; Mr. J A. Brandon of the Standard Oil Co. of New York; Mr. W. C. Symes of the P. and O. S. N. Co.; Mr. J. Greig of the Chartered Bank of India, Australia and China; Mr. L. Combe of the Comptoir National d' Escompte de Paris; Mr. C. H. Wilson, C.I.E., of the Hongkong and Shanghai Banking Corporation; Mr. F. W. Hanson of the B. B. and C. I. Railway; Mr. A. M. Tod of the New Zealand Insurance Co., Ld.; Mr. Maneklal Premchand of Messrs. Premchand Roychand and Sons; Mr. Mann of Messrs. J. A. Begbie and Co.; Mr. A. Strandes; Mr. A. K. Leslie; Mr. D. Macgregor MacLeod of Messrs. Schill Seebohm and Co., Ld; Mr. A. E. Baird of Messrs. Kahn and Kahn and Mr. J. B. Leslie-Rogers, Secretary, and Mr. R. E. Gregor-Pearse, Assistant Secretary of the Chamber.

THE CHAIRMAN'S SPEECH.

The notice convening the meeting having been read by the Secretary, the **Hon'ble Mr. C. H. Armstrong** in moving the adoption of the report said: The report of your Committee for the past year

is full, as usual, of much interesting matter, but as from the commercial point of view the year on the whole has been a quiet one, I do not propose to address you at any great length. So far as business is concerned we are emerging—though somewhat slowly—from rather a long period of depression and generally unsatisfactory trade. A splendid harvest is bringing wealth into the country again with higher wages, employment for everyone and a feeling that better times are in store. India is a country of great and rapid changes depending mainly on the rainfall, and the general trade of the country sooner or later reflects the position of the agriculturist, the import trade in particular being active after good crops have been reaped and paid for, and extraordinarily dull when prices for food grains rule high, as they have done lately and when the export trade is slack as it was last year, owing to an unsatisfactory harvest. Last monsoon most fortunately was one of the best ever known, and the exporting season began a few months ago and is likely to end very prosperously. With the great accession of wealth which a large export trade must bring the buying power of the people should rapidly increase and this will surely lead to a material improvement in our import trade and to an increased demand for the produce of our local spinning and weaving mills which lately, owing to a variety of causes, have been and are still experiencing very bad times. A short crop of cotton in America has brought prosperity to growers and dealers of the raw material in this country. High prices are being realised for the crop now coming to market and the exports this season of raw cotton from Bombay are likely to be very large. On the other hand our local mills which ought to benefit largely when India produces a magnificent crop, such as she is now doing, are greatly hampered by the abnormally high cost of the raw material which cannot be covered by the sale of manufactured goods or yarns, consuming markets having so far steadily declined to rise to an appreciably higher level. There is little to choose between the position of imported goods from Lancashire and the local spinning and weaving industry in Bombay. Both are under a cloud, for as distributors have suffered heavily the last two years, they are not prepared to venture at the prices now asked by manufacturers which show however no profit either on yarn or cloth. The position at the present time is unsatisfactory, but with a large export trade there is certain later on to be a better demand for goods of all

kinds, and this, it may be hoped, will enable our mills to work again at a moderate profit. At the moment, however, the prospects of profitable working appear to be somewhat remote.

The Enlarged Councils.

Politically the past year has also been a difficult one, but I am hopeful that here also better times are in store, at any rate on this side of India, where with few exceptions the leaders of the various communities are sensible, level-headed men not likely to be carried away by theories which, if carried into practice, would damage their trade, arrest development by checking the inflow of capital, impair credit and generally depreciate the value of property. Several recent speeches seem to show that a broader view is now being taken of the situation generally, and I do not think our leading citizens are likely to encourage in any way movements inimical to the general good. The Bombay Chamber of Commerce is not a political body, but the prosperity of its members is very rapidly affected by political unrest which creates very quickly a general want of confidence. The enlarged Councils in which much interest has been taken, are likely, I hope, to bring about a truer conception of the duties, responsibilities and difficulties of Government. The seat on the Imperial Council allotted to this Chamber is greatly valued, as important commercial questions come constantly before the Government of India on which Bombay will now have an opportunity of being heard. Owing to the great distance from Calcutta, the position under the present system of working is not by any means an easy one to fill satisfactorily, but when important commercial questions are under discussion the Bombay Chamber's representative is not likely to be absent from his place. The first duty of the new Council was to pass a Press Bill, a measure which must be approved by all who have the real interests of the country at heart. No one need sail so near the wind as to come within its clutches unless he chooses to take the risk. Honest and helpful criticism is never objected to, but constant and malicious grumbling is a danger to the community generally, especially to its young members, and I am very glad to think that this evil has now been recognised, and that a step in the right direction has at last been taken to deal with it. I trust the new law will be energetically enforced and that the result will be the stamping out of injurious literature which without doubt has

done a great deal of harm during the past few years. We look to Government to see that this new law is not a dead-letter.

The commercial legislation of the past year has not been of special importance, but the proposal to issue universal ten and fifty rupee notes is a very welcome step. The draft of a Factory Act was submitted to your Chamber a few months ago and was very carefully considered by a Special Committee chosen for the purpose. The Bill with numerous representations from various bodies is now before the Government of India, but is not being proceeded with this session. The subject is a difficult one for a country of this size with a great variety of interests, and if the Bill is eventually taken up it is to be hoped that all the different interests will receive full consideration and be fairly treated.

Events of the Year.

Coming now to the actual events of the year and dealing first with railways, the most important item by far is the opening of the Nagda-Muttra line from which we hope to benefit very materially. There are not, I imagine, many here to-day who remember how strenuously this Chamber urged the construction of this through line to Northern India and how time after time Government refused to take it up. From the year 1896 the Chamber's records show constant pressure by the Bombay Commercial community for its construction, but it was not until the end of 1904 that the Secretary of State sanctioned the project and five years elapsed before the line was ready for through traffic. As a natural extension of this line your Committee during the past year have strongly urged upon Government the necessity of connecting Muttra with Aligarh so that Bombay might have through communication on its own metals with the Oudh & Rohilkhand Railway system. I am sorry to say, however, that so far we have received no encouragement, although a glance at the map will show that Aligarh is the natural termination of the Nagda-Muttra Railway. We are unable to follow the reasons given by the Railway Board for their refusal to construct this short and very necessary link and so complete a system which would make Bombay in the Oudh & Rohilkhand district independent of railways serving other ports. To compete successfully in the markets of the world we must get our produce carried by rail at the lowest possible

rates, and this can only be done by being connected on our own metals with the principal districts and railway systems in Northern India. We suffer great delays at times on produce from up-country intended for shipment from Bombay, and this is frequently a serious hindrance to our trade and could easily be avoided in the Aligarh district by such a connection as we have lately advocated. I hope the incoming Committee will continue to press this extension on Government as it appears to me a most necessary one for our trade. There is little else of interest regarding railway construction during the past year, but before leaving the subject, I would endeavour to correct an impression which is apparently held in some quarters, that the Bombay Chamber of Commerce are averse to the construction of feeder railways. As a matter of fact the contrary is the case entirely, we having always been strong advocates of such lines on the building of which Indian capital can be employed. We welcome the efforts of adjacent States to extend and link up their railway systems and are most anxious that Government should do all in their power to promote the extension of feeder lines in fertile districts from which in good times large supplies of produce can be drawn. Differences of opinion may have arisen on questions affecting the initiation and working of such lines, but on the general principal of their necessity there can be no doubt whatever, and if our main lines can handle such additional traffic expeditiously we are bound to benefit greatly in our trade and works of development must follow as a natural consequence in many new districts.

Transport on Railways.

At the present time we are dealing with larger exportable crops than have been grown in this country for many years, and although as regards transport we are not suffering to the same extent as we did only a few years ago, trade towards the end of last year was seriously hampered by the difficulty of getting supplies down from up-country. A rush of traffic is no doubt very difficult to manage and we are indebted to the G. I. P. Railway Company for their efforts to hasten supplies forward, but at the same time the delay which occurred caused great inconvenience and loss to merchants in Bombay, and until our Railways can handle with greater rapidity a rush of traffic during the season we are likely, I fear, to have a continuance of this trouble. Terminal facilities in Bombay ought

ere long to be very much better than they have been for some time past, and this will enable incoming supplies to be handled with greater despatch. An improvement in terminal facilities is most necessary and money should be spent freely to bring about this very desirable result. In a few years when the new depôt at Mazagon is ready we shall certainly be in a much better position than we are at present to deal with a heavy export season. This work, I understand, is progressing satisfactorily, but it must be some years before the trade can be handled at Mazagon—it will probably be 3½ years before the reclaiming and engineering work is finished—and until then there are few improvements that can be made to deal with the increasing traffic which must come to Bombay if we have a run of satisfactory seasons. The opening of the new Alexandra Dock will, I am sorry to say, be later than we have all along been hoping. The contract date is June next year, but I fear it may be 8, 9 or even 12 months later before the Dock is actually open for traffic. The contractors have had many difficulties to contend with. The work, as we all know, is a very great one and although the delay is most disappointing we nevertheless desire that it should be of the best and that everything should be planned out for the best interest of our trade. The questions of the sidings and sheds in the Dock have been much discussed by your Committee during the past year. A representative meeting of leading merchants and shipowners was held in these rooms a few months ago to consider plans submitted by the Port Trust, and although we were unable to arrive at an unanimous decision as regards the sidings, our recommendations were on the whole satisfactory, I believe, to merchants generally.

Trade of the Port.

We have to recognise that in a port like Bombay we have a large trade of a miscellaneous character, and arrangements which may be suitable for one kind of business may not be suitable for others; and it seems necessary, therefore, that our Docks should be arranged in the best interests of the trade generally, special facilities being given, however, to trades which have only a short season and must therefore be dealt with expeditiously and cheaply, if we are to compete successfully with other countries in consuming markets. I hope

our new Docks will provide these facilities to some extent for our large and increasing export trade; and I trust that on the opening of the new Depôt we shall be able to handle cargo more cheaply than we do at present, and that Bombay will continue to be the cheapest port in India. The question of rapid communication with the new depôt is still in abeyance, but should certainly be grappled with; for, if, as is intended, Mazagon is to be a large trade centre and one of the busiest parts of Bombay, easy and quick communication with the Fort will be an absolute necessity. I would take this opportunity of mentioning very specially the splendid work which has been done over a long series of years by the retiring Chairman of the Port Trust, Sir Walter Hughes. I am very glad to think that, although Sir Walter is leaving Bombay after a long period of active service in the East, he is not severing his connection altogether with the Bombay Port Trust. The position he is about to take up in London will enable him to advise and help us in our work, and I feel sure we shall often be glad to avail ourselves of his clear and far-seeing views on questions affecting trade arrangements at this Port. Bombay, without doubt, has been very fortunate in having had such an excellent Chairman of the Port Trust for so many years. The work has developed in all directions, the property is an extremely valuable one, and plans have been formulated for the future, which will protect and encourage trade interests to the utter most. During the long period of his service in Bombay, Sir Walter Hughes has closely studied the interests of the mercantile community of this City. He has always been accessible, and whenever difficulties have arisen he has endeavoured to the utmost of his ability to smooth them over in the interests of the general trade of the Port. His work here will long be remembered, his name will be perpetuated in the new Dry Dock, which is now being built, and as regards the City we have the Hughes Road at the foot of Cumballa Hill to commemorate his connection with the City Improvement Trust in its early stages, when, owing to the ravages of plague, it was found necessary at very short notice to devise a scheme on broad lines for the general improvement of the City of Bombay. The original plans have often been discussed and criticised, but some of them are now approaching completion, and there can be no doubt whatever that Bombay as a city is greatly improving as a result of the early efforts of the Trust which was brought into being during Lord Sandhurst's administration.

BOMBAY'S DEVELOPMENT.

The lines on which the city should hereafter be developed have also been much discussed of late and our best thanks are due to H. E. Sir George Clarke for the thought and attention he has given to this very important problem. If during his term of office a broad road can be planned and started from north to south through the native town one of the great hinderances to development will have been overcome and many other difficult problems may also thereby be solved. With the Port Trust developing rapidly on the eastern side of the Island and with many improvements in the city itself, we are almost, in fact, creating a new Bombay—a city we shall all be very proud of eventually. Whilst dealing with Port Trust questions, I would refer for a moment to a proposed amendment a few months ago of the Bombay Trust Act, which I am sorry to say your Committee, supported by other members of the Chamber, were unable to view with favour. The matter is fully dealt with in the report on pages 67 to 69, and the memorial which your Committee felt bound to submit to the Government of India will be found in the appendix when the full report is issued later in the year. You will probably remember that a previous Committee had recommended an increase of the number of Trustees so as to provide for our two Railway Companies being represented on the Board. An addition of only one member was actually necessary, because, owing to the abolition of the office of Consulting Engineer to Government, it was possible to appoint a railway representative in his place. Your Committee were advised by the Bombay Government that the Act would be amended in the sense desired, but when the question was discussed by the Select Committee on which, I am sorry to say, the Commercial Community were not represented—and this omission may have caused the difficulty which afterwards arose—the question assumed a different aspect; and when the Select Committee issued their report it was found that the number of Trustees was to be increased by three. Your Committee were quite unable to see the necessity for this, and we advised Government accordingly. Various amendments were put down for discussion when the question came up in July at the Budget meeting in Poona, but none of them were dealt with, because of a proposal made by the Bombay Government which differing materially from the report of the Select Committee proposed that of the three additional members one should be a

Railway representative and the other two members representing Indian Commercial interests.

HURRIED LEGISLATION.

After the Bill had been passed by a majority, your Committee felt bound to protest; because it appeared to them that by dealing hurriedly with this new proposal the fact had been overlooked that here are already three members on the Board representing Indian Commerce, and if it was desirable that such members should, in future, be elected by Indian commercial communities—and there is no objection to this, of course—there would have been no difficulty whatever in arranging accordingly. Whether our Memorial was properly considered or not, I do not know, but the Act received the assent of H. E. the Viceroy on January 4th; and I presume the less we now say about this unsatisfactory result of hurried legislation the better. It seems very strange, however, that commercial legislation, affecting a great port and a vast trade, can be passed into law on a new proposal made without notice at the eleventh hour without full consideration of all the interests involved and a full and free discussion on the points at issue.

And now, gentlemen, a few words on the financial position which, as you all know, is steadily improving, owing to free sales of Council Bills and gold imports. We are told in the Budget that by the end of this month, the Secretary of State expects, in addition to satisfying all the requirements of his Home treasury, to be able to raise the gold holding of the Gold Standard Reserve to over 14½ millions, *i.e.* to repay to it the whole of the gold which had to be withdrawn in 1908 to support exchange, and, if this is done our position will be more satisfactory than it has been for some time past. We are also told that our Gold Reserves exist to be used, and this we must not forget when there is again an adverse trade balance. It is imperative that exchange should be supported, but whether, if we have, surely doubtful and the general opinion I think is that a much larger sum must be accumulated if there is to be complete confidence in our 1s. 4d. rupee, the maintenance of which is so very necessary for the safe working of our vast trade and for the general development of the country. It is satisfactory to learn that half profits will not for the present be devoted to railways, but it is surely unnecessary for any reserve limit to have been mentioned, on the attaining of which the disposal of coinage profits can again

come up for discussion. The announcemen regarding the form in which the reserve is in future to be held is equally unsatisfactory, the contention of Chambers of Commerce in this country having always been that a large sum should be retained in gold in this country. It is however impossible to be satisfied with our present currency system so long as gold is not being brought into circulation to be drawn away for export in the natural course of events when occasion arises.

The New Taxation.

The new taxation of the Budget has not been received with favour because, if our opium experts are to be believed, its necessity has not been proved and because moreover a higher duty on silver is likely to affect our export trade with China. Silver is a precious metal and being a medium of exchange is surely unsuited for taxation. The result of the enhanced duty will probably be that every year as the Indian Budget draws near there will be an unsettled feeling in the silver market and uneasiness amongst producers and consumers of commodities for silver-using countries. This will affect our trade in Bombay as well as Great Britain's extensive business with China and other silver using markets. The fact of silver being liable to taxation in India must always have far reaching effects and a method of taxation which causes unsettlement of this kind is surely unwise. On the other hand we have the assurance of the Finance Minister that this tax is for revenue purposes only, and if so are we not safe in concluding that on our present import tariff the present rate of 16 per cent. on silver is an absolute maximum? The question of taxation in this country is becoming an extremely interesting one and should be followed very closely by the commercial community. Our opium revenue is uncertain and from salt we are now collecting only about half the sum we received eight years ago. Expenses in many directions are increasing and will continue to increase and unless we have very prosperous seasons, further proposals in the shape of direct taxes upon trade will almost certainly be made.

The effect of the increased silver duty on our local industry of spinning and weaving has been much discussed and arguments are plentiful on both sides. It can however be said I think without fear of contradiction that the financial position to-day of our mill

industry is not nearly as strong as it was 15 years ago when the closing of the Mints began to take effect, although lately it is true we have had a short spell of prosperity.

Competition in recent years has sprung up in Japan and in China and cotton spinning in Bombay is not now by any means the profitable industry it was. To protect ourselves weaving has had to be largely developed the last few years and this in some measure is helping us to bear up against the increasing competition in spinning in the Far East. Our industry in fact is one that should be helped and not hindered by unsettling legislation.

In conclusion I must not forget to acknowledge with many thanks the good work that has been done during the past year by the Secretary, Deputy Secretary and staff of the Chamber. I also gratefully acknowledge the assistance given to me by the Deputy Chairman—Mr. Wardlaw Milne—who is now on his way to England and by the outgoing Committee with whom it has been a great pleasure to work. In handing over to Mr. R. G. Monteath I am confident that the good work and the best traditions of the Chamber will be carried on. I have had the pleasure of working with Mr. Monteath on several Chamber Committees and the history of all important commercial questions must be almost as well known to him as to me.

I wish the incoming Committee every success during the year and now beg to move that the Report be adopted.

The Silver Question.

Mr. C. H. Wilson, C.I.E., in seconding the resolution said: Our chairman in the interesting address to which we have just listened has dealt with the events of the past year in such a comprehensive manner that in rising to second the motion there is only one subject on which I would ask permission to offer a few remarks, and that is the increased duty on silver and its probable effect upon our great local industry, as to which I cannot help thinking that the opinions hitherto expressed have been unduly pessimistic. It seems to have been generally assumed that the increased duty would lead to a corresponding falling off in the Indian consumptive demand, that this would entail a serious decline in the world price of silver and our exchanges with silver using countries, and that a formidable

handicap would thus be created in favour of these countries to the detriment of our own industries. Now it will be evident that any decline in the price of silver due to a falling off in the Indian consumptive demand can hardly be greater than the proportion which such falling off bears to the total amount of silver available in the world's markets. This amount during the past three years has averaged about 214 million ounces, while the net imports of silver into India on private account in the same period have averaged 62 million ounces. A reduction in these imports commensurate with the increase in duty would amount to 6 million ounces, or something under 3 per cent., of the total world's production, and we thus have a rough measure of the worst that can befall us.

The Indian Demand.

The next point for consideration is whether this worst is likely to happen, whether in short the Indian consumer is, as a matter of fact, likely to buy less silver than he did before, because of the extra Rs. 6 or so per 100 tolas which he will now have to pay for it, and I think we may safely conclude that no such result is at all probable, all experience going to show that the Indian demand is dependent on a variety of factors of which cost within certain limits would really appear to be the least important. In looking over the records of the past few years we find an advance of 11 per cent. in the average price accompanied by an increase of 4 per cent. in the volume of net private imports. A fall of 2 per cent. in the price by an increase of 35 per cent. in imports, a fall of 3 per cent. in the price by a fall of 11 per cent. in imports and so on, showing clearly that no very intimate relation exists between the Indian demand for silver and its cost to the consumer; and it follows that any effect produced by the enhanced duty in question should be of a very trifling and temporary nature.

There is one other subject—the gold standard reserve on which as a Banker I may be supposed to hold decided opinions. Well, gentlemen, I do, but those opinions do not differ materially from the views so often put forward by this and other public bodies in India, and my only object in referring to the matter is to suggest whether in view of the meagre results attained by the representations of individual Chambers, the next expression of mercantile opinion might not well take the form of a collective representation formulat-

ed at a special conference of all the Indian Chambers, and supplemented by such pressure—political and otherwise—as the various interests involved might be able to bring to bear upon the Government at home. It seems clear that in no other way can we hope to secure the triumph of expert and commonsense principles over the agglomeration of adverse influences which at present renders their expression futile. With these few remarks, I beg to second the proposal before the meeting.

THE INCOMING CHAIRMAN.

Mr. R. G. Monteath said: I believe it is customary for the incoming Chairman to say a few words at this stage and I am pleased as a member of your Committee to rise and support the report which the Hon. Mr Armstrong has submitted for adoption and confirmation and which Mr. Wilson has seconded. Though Mr. Armstrong has indicated it has been a quiet year for commerce I think his statements go to show the Chamber's interests commercially have been active, and that whether under the head of commerce "actually" or side issues "politically" or "financially", Bombay has not been behindhand. Mr. Armstrong has referred to the seat on the Imperial Council and I think all will agree that the conditions of attendance at Calcutta must not be too exacting when the busy merchant here has to give up time and leave his office responsibilities. With regard to Railway matters I feel that as the Mazagon scheme is still some years ahead, that it is right we should emphasize the necessity of improved terminal arrangements, and in this I am sure the Railways will do what they can as it is naturally their interest. The Muttra-Aligarh extension is one, there is no doubt, we should still advocate. Mr. Armstrong has also referred to the Port Trust Act, but I must say I look on the episode as more than an unsatisfactory result. The memorial sent by your Committee has only been acknowledged and no answer has been given by the Government of India. It is a matter of real commercial interest in which the opinion of the Bombay Chamber should surely receive considerate hearing. I feel loath to leave matters and would suggest that when Mr. Armstrong goes to Calcutta at the end of this month he should at our assembled request now, be asked to put forward a question in Council enquiring if we may receive a reply to our representations which under legal advice we have been informed are justifiable. In regard to the Imperial Budget, although the Finance member has not gone so far

as the commercial community has desired in respect of the gold standard reserve. I think we can welcome a first step in the direction advocated by our Chamber, as also in the matter of the half coinage profits not meantime going to Railways. These are important matters for the Chamber to continually watch and I agree with Mr. Armstrong that the question of taxation in this country is also an extremely interesting one which will have to be closely followed by the commercial community. In conclusion I would desire to express my thanks to the members for the honour done to me in my election as Chairman this next year and though I shall be pleased to readily apply myself to the work I must confess I feel shy at accepting the responsibilities. Succeeding Mr. Armstrong who has for so many years taken the helm, I must from the outset, in my first office, ask your patience and indulgence, for he has mastered the position and, I am sure we must agree, right ably, and after all, though I have other Indian experience and seen Chamber work in Calcutta, I have on the Bombay Committee only seen three summers, or more correctly perhaps three monsoons. In this service I have been empanelled under the leadership of both Mr. Armstrong and Mr. Procter and their example will stimulate me, whilst I look forward to partnership with Mr. Graham as Vice together with a strong Committee whom I am sure you will appoint.

Indians Assuming European Names.

Mr. Purshotumdas Thakordas said:—In supporting the adoption of the report, I beg to allude to some of the subjects dealt with in the report, and also to some of the important events that affected trade and the trading community in general during the last year. I am afraid, I do not share our Committee's opinion when they think it necessary or feasible to prevent Indians from either assuming or trading under European names. I do not think that the practice is general in Bombay, or prevalent at all among the class of respectable merchants here. The question is a delicate one, and it would be difficult to dictate where to draw a line between names of certain nationalities. Take, for instance, the Parsis who, I suppose, are induced in the term natives. Names such as Cooper, Forbes, Captain, Spencer, Writer, &c., have been quite nationalized to their community now, and I wonder if it is proposed to put a check on their use, or inheritance of same from father to son. Many a European has been known to sell his business as a going concern with goodwill for con-

sideration to his Indian partners, and I do not suppose their business can be objected to. The real difficulty which deserves prompt and serious attention is that of being able to ascertain partners in a firm, whether European or Indian, with an accuracy which will not admit of being challenged in a court of law. In some trades may be found persons of no means carrying on as working partners business of a firm, the name whereof bears strong resemblance to the name or names of one or more well-to-do persons. During smooth-sailing times no inquiry is made nor tolerated *re* the constitution of the firm. But in case of things assuming a bad aspect, the well-to-do persons shirk their liability by winning over the working partner for some consideration whom the insolvency court grants easy and immediate relief, and who settles down soon to another similar task. If registration of partnership be not feasible at present, some other effective method of ascertaining partners may be resorted to. But check on names of one nationality being used by another would not only not meet the aim, but would create unnecessary hardship to many an innocent merchant. The substitution of this proposed check on names of firms, for registration of partnership, would hardly prove a reliable one.

The complaint against the Telegraph Department insisting upon abbreviated addresses or upon full addresses and withholding delivery at their discretion whenever they thought full addresses were not given was a bitter one. The same has been well and deservedly remedied.

The form and manner of giving receipts for wires despatched continue still to be far from desirable, and we hope the Director-General of Telegraphs will soon look into this complaint of the mercantile community more sympathetically. The idea of giving lighter work to the staff at Telegraph offices on Sundays is a laudable one, but I would submit that at inland offices at market centres wherever only a certain part of the year business goes on or wherever branch offices are opened only temporarily during the busy season, the offices be kept open on Sundays too to receive and despatch express wires. At present telegraph communication with mofussil towns and inland market centres on Sundays is so difficult and uncertain that in many cases the same is given up on Sundays.

The closing months of the year under report have been months of new and fresh, and I may add, costly experience to Bombay cotton merchants. It dawned on them quite suddenly that with a cotton crop, which has still to prove its size, but was rapidly ripening and ginning and pressing factories working at as full a speed as the increased scarcity of labour in mofussil towns permitted them to, the railway company was totally unable to anything like cope with the demand for (1) waggons, (2) labour to load cotton bales and cotton-seed bags offered for carriage.

Whilst admitting their shortness of waggons and inadequate supply of labourers to load cargo, the railway company had much to say in regard of the lack of terminal facilities in Bombay to allow them to unload their inward goods trains in greater numbers. The state of affairs was so chaotic that consignments due to take not more than a week on the way to Bombay lay in station goods yards at owner's risk as to fire and water damage for more than a month, and even after being railed took as much as 15 to 50 days to get to Bombay, and what was worse, the railway company could hardly trace the whereabouts of a particular belated parcel in transit with anything like accuracy or promptness. The state of the trade at such junctures can better be imagined than described.

Want of their own labour to load waggons tempted the railways for some time to allow those who could command their own labour to load waggons therewith. Only firms or merchants who are owners of factories could avail themselves of these concessions, and the result was that others had their resources curtailed. To crown all these difficulties of the buyers in the mofussil market came a spell of rain for about six days in December last with the result that claims for inferior class and damage to bales lying in station yards for a fortnight before rain came in, have had to be met. Whilst admitting at the outset the uniform courtesy, sympathetic bearing, and untiring efforts of the railway officials to do all in their power to relieve the congestion and to set things in order, it was clear that their efforts were of little avail. In fact, so despondent had the trade got that when the agent of a firm at Akola talked at the station of carting down about bales of 700 cotton to Bombay, the news was reported to Bombay merchants and was for some days an exciting topic of conversation on the Cotton Green. I need

hardly add it was nothing short of a joke, but it shows the mood trade was then in. With increasing cultivation of cotton in India, with increasing facilities for marketing same and for preparing the raw produce for export more speedily by means of more ginning and pressing factories, and with the increasing venture of Bombay merchants in foreign centres for export of this commodity, it would be a pity if the railways were not in a position to cope with the demand on their carrying power.

TRADE DEPÔTS IN MAZAGON.

It is promised that when the trade depôts are concentrated at Mazagon, the mercantile community will have infinitely better facilities at their command as far as terminal accommodation for discharge of consignments are concerned.

But even then the questions of supply of waggons and of a more systematic supply of labour in mofussil stations are not dependent upon this in any way. It is absolutely necessary that the railways tried to remedy this without waiting any more. And even the new depot at Mazagon is not promised for use before five years more, and we trust we will not be expected to go on repeating the experiences of last December without any further efforts at better terminal facilities. The losses that merchants were put to last December and January, owing to the inadequate capacity of railway companies, have been simply enormous, and only steady and strengthening markets have helped to alleviate same to a certain extent. But the vagaries of the cotton market are proverbial and things might have been much worse indeed.

The absence of any reference at all in our Committee's report to the severe congestion of goods traffic on stations exporting Khandesh, Berar and Bengal cotton last December does not, I am sure, signify that they attach no importance to the same.

Perhaps as the local Cotton Rooms have taken the matter up with the railway companies our Committee left the question untouched. But I submit that our Committee should now write to the railway companies and to the Railway Board impressing on them the necessity of preventing any repetition of the state of affairs of last December and January.

The demand of the trading communities to make a Railway receipt a negotiable instrument has been of old standing and hackneyed. The refusal of the railways for same has not been without some reasons. One of the reasons put forward is, to my knowledge, that the cost of entrusting the work of issuing railway receipts will increase very considerably, as the same could not then be left to low-paid clerks. Admitting this ground of the railway companies, I beg most emphatically to protest against the rather easy manner in which Railway receipt forms appear to be available to any person caring to possess some. By laying hold of a few railway receipt blank forms the preparation of a forged railway receipt does not need much skill and the risk of this to a trading company is not trifling. During the last few years we have had several instances of respectable firms doing agency business being taken in by forged railway receipts. I wish our committee would consider what steps may be suggested to prevent such an easy forgery of such important documents. I beg to suggest that railway receipt forms be carefully guarded and that a seal of each Railway be supplied to each station master who must seal every genuine railway receipt with it before handing same over to a consignee. I hardly think that the seal would be impossible of being forged, but it will not admit of such easy mischief as at present.

Increased Railway Fares.

The increased fares for 1st and 2nd class travellers on the B. B. & C. I. Railway and the G. I. P. Railway have been a disagreeable surprise to the travelling public. That the Railways are within their rights in this step taken is true but my fear is that they will, by this heavy advance in their booking rates for second class passengers, increase the demand for space on third class carriages which is already a heavy one. Persons of the middle classes enjoying the luxury of second class travelling could not afford it at the enhanced rates and as a relief to third class passengers and as a convenience to the travelling public of ordinary means I wish intermediate carriages be put on to each train, the fares whereof I learn have not changed. At present respectable men of very ordinary means have no option but to mix with the lowest class and caste of men in the 3rd class, and with the big margin in the 2nd and 3rd class ticket I beg to submit that the intermediate class be considered a necessity. I hope

our Committee will think this point over and move the Railway Board in the matter. It is gratifying to find from answers to questions at the last Council Meeting that it is not intended to raise the fares of season-tickets between Bombay and suburban stations. To raise these fares at the rates they have been, would be detrimental to the aim of Government and the Improvement Trust, *viz.* less congestion in Bombay, expansion in suburbs. With increased Railway fares the attraction of residence in suburbs, *viz.* comparative cheapness of rents would disappear and the problem of securing more commodious and healthier residence for middle classes would get more complicated. I am sure the Railway Board are eager to save the trade and the public as many pitfalls as possible whilst guarding the earning capacity and convenience of Railway Companies. Railway interests cannot long be given a priority over genuine commercial convenience and complaints which jeopardise the very benefits conferred by Railway lines in India.

The Chairman, in reply, stated that the reason why there was no reference in the Committee's report to the delays in the transit of cotton, etc., by rail was that they had no official correspondence with the Railways on the subject. The matter had however been fully discussed with Mr. Rickards, who was a member of the Committee.

The Resolution was carried.

The Hon. Mr. H. E. E. Procter said: Gentlemen,—It gives me much pleasure to propose the resolution which has been entrusted to me, because I fully realise from past experience how much it is deserved. I have served on your Committee at different times and in different capacities for 6 years, and I can say without hesitation from my own experience that the Members of this Chamber have every cause to be grateful to its Committees. I have sat on a good many different committees, but I do not think that I know any committee who takes a keener interest in its work than the Committee of this Chamber. Its Members are always present week after week, and I attribute a good deal of its successful working to the fact that it is a small compact body of 9 and not an unwieldy large Committee. The bulk of the work, of course, falls upon the Chairman, and in realising this our best thanks are due to the Hon. Mr. Armstrong, who has for many years given up such a large portion of his valuable time to the affairs of the Chamber.

What this exactly means nobody but a Chairman can tell, but you can take it from me that it means a very great deal and we owe much to Mr. Armstrong for the devoted work he has put in on behalf of the Chamber. While admitting that the bulk of the work falls on the Chairman, I do not for a minute wish to minimise the work done by the other Members of the Committee as it is only by their loyal co-operation that a Chairman is able to carry out the work satisfactorily, and our best thanks are, therefore, due to each Member of the Committee. In proposing this resolution, I do not think it is altogether out of place to refer to a few matters in connection with the Report.

Feeder Railways.

Your Chairman has referred to the matter of railways, and I quite agree with him as to the necessity of connecting Muttra and Aligarh from the Bombay trade point of view. I also think the linking up of Agra with Bharatpur is equally necessary, and I hope both these works will be undertaken in the near future. I am glad to hear his pronouncement as regards the construction of feeder railways, as it is quite clear in my mind that it will be many years before the existing trunk lines will be in a position to build feeder lines themselves, owing to the large expenditure they will have to incur on improvements and additions to their existing lines. When I addressed you last year I pointed out that the reason the complaints as to want of wagons, etc., had died down was more on account of the fact that the season had been a poor one than that complaints had been remedied. That this was correct has been amply borne out during the last few months. Everybody in this room knows the difficulties that have been experienced during the last few months through the railways' inability to cope with the traffic offering. Speaking from my own experience I can say that the manganese trade in the Central Provinces has had an insufficient supply of wagons since the 15th of December, and what wagons have been supplied have taken a very long time to get through, and in some cases wagons have been actually unloaded. This trouble still exists and in an acute form, and as far as one can see, will continue for the next few months. We are told that it is not due to want of wagons or to congestion on the line, but to want of terminal facilities in Bombay. The public are not concerned with the particular cause of the difficulty ; whether it is want of wagons, want of sidings or want of terminal facilities, the

effect is the same as far as they are concerned and it is small consolation, when complaints are made, to be told that there is no scarcity of wagons, but that the difficulty lies elsewhere.

In the Railway Board's reply to the Chamber's representation about the Muttra-Aligarh chord they quote the Nagpur-Chindwara Line which is now being built as a more important one than the chord advocated, seeing that it would be a feeder to the G. I. P. and bring down a large quantity of manganese. This, of course, may be true, but until the trunk lines can properly cope with the existing traffic it does not seem to me to be of much use to build feeders which will only increase the present congestion.

As the Chairman has pointed out, the new arrangements at Mazagon cannot be completed for many years to come; and I trust that any improvement in terminal facilities will not be postponed until the arrangements at Mazagon are completed. If they are and if the present difficulties in connection with despatches of Manganese continue, it simply means that the trade will be diverted to Calcutta, where already a portion of it has gone owing to these very difficulties.

The Port Trust.

With regard to the Port Trust, I fully endorse what the Chairman has said about Sir Walter Hughes and much regret his approaching departure from Bombay. As regards the question of sidings in the Docks, I fully agree with the minority of the outgoing Committee in thinking that a minimum of two sidings should be provided on each wharf in front of the sheds. With regard to the amendment of the Bombay Port Trust Act which your Chairman has referred to, I quite agree with him in thinking that in taking the action they did, the Government of Bombay have not treated this Chamber with the consideration to which it was entitled. As stated in the report, the amendment was originally undertaken on a recommendation put forward by this Chamber at the request of the Government of Bombay for the purpose of ensuring the railways in Bombay being represented on the Board. This being so, it seems to me that the Chamber were entitled, in common fairness to be allowed to express their views when such a radical alteration was introduced into the Act before it was passed into law and it is a matter of considerable surprise to me that the protests of the Chairman of

both our own Chamber and that of Karachi were absolutely taken no notice of. The memorial of the Chamber to the Government of India on the same subject met with the same treatment, no reply having been vouchsafed to it. I am afraid, gentlemen, it is the same old story over again, of which I gave you several instances in 1907 of Government asking the mercantile community its opinion on a subject and then acting in direct opposition to it.

Gold Standard Reserve.

The only other matter I wish to refer to is that of the Gold Standard Reserve. Here, again, Government have not met the wishes of the various Chambers of Commerce of this country, and I think the proposals now put forward absolutely inadequate. To put matters on a sound basis, the bulk of the Reserve must be in liquid gold and held in this country; and I think it is absolutely wrong to invest any of that Reserve in Securities until the Reserve has been built up to a substantial figure. To say that the Secretary of State has kindly consented to hold one million in gold in England appears to me to be simply playing with the question, and I sincerely trust that better counsels will prevail and the Gold Standard Reserve placed on a sound basis.

I now beg to move "**that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.**"

The Hon. Mr. N. S. Glazebrook, in seconding the motion, endorsed all that had been said by the last speaker about the Committee; and in referring to the question of the delays in the transit of cotton by rail mentioned that the matter had been fully discussed by the Directors of the Bombay Cotton Trades Association and the Railway officials concerned. The latter had made every endeavour to cope with the difficulties, but with only a slight degree of success.

The proposition was carried.

Other Resolutions.

Mr. J. Greig proposed and **Mr. H. Blascheck seconded—That the following gentlemen be elected Members of the Com-**

mittee of the Bombay Chamber of Commerce for the year 1910:—

Mr. J. Black, Mr. J. J. Damala, the Hon, Mr. H. R. Greaves, Mr. D. M. Inglis, Mr. W. H. Ogston, Major A. D. G. Shelley, R.E., and Mr. E. Yeo.

It was resolved on the motion of Mr. W. L. Graham, seconded by Mr. J. J. Damala, that the item Oil-cake powder be added to the Chamber's tonnage schedule, and that the scale be fixed at 16 cwts. to the steamer ton, in accordance with the test made on the 13th December 1909.

The Chairman moved That the second sentence of Rule VI. of the Chamber's Rules and Regulations be amended to read as follows:—"And in the event of the elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay not being members of the Committee at the time of their election, they shall also be ex-officio members of the Committee during their term of office."

Mr. R. G. Monteath seconded the proposition, which was carried.

The Chairman proposed and Mr. H. Uehlinger seconded:—That the second sentence of Rule VII, Clause I, be amended to read as follows:—"The elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay shall also be ex-officio members of the Committee during their term of office."

The motion was agreed to.

The Chairman moved and Mr. A. M. Tod seconded:—That the Chamber's rules for the election of a representative to serve on the Legislative Council of H. E. the Governor of Bombay be deleted, and that the rules for the election of Port Trustees be made applicable to the election of the Chamber's representatives in the Legislative Councils of the Governor General of India and the Governor of Bombay.

Mr. A. K. Leslie said:—You will remember a circular sent to all members of the Chamber some two months ago, in which it was stated that a proposal would, probably be submitted to you with a view to effect an alteration in the rules dealing with

the elections to certain offices. I have, however, since that time studied our rules more closely and the conclusion I have come to is that they do not want any more tinkering in parts, but that they do want revising as a whole and bringing up-to-date. As the matter is to be considered by the incoming committee it is unnecessary for me to put any concrete proposals before you to-day.

I should like to express my personal satisfaction that the honour of being our chairman has fallen to the lot of Mr. Monteath. History may repeat itself of course, but up-to-date, I am sure there is no precedent for two brothers holding the highest office in the Chambers of Calcutta and Bombay at one and the same time. I hardly know which side of India has the greater claim on the Monteaths, but I am sure they share equally the hearty good wishes of their numerous friends in both Presidencies.

The motion now before us, will, when carried, do away with one set of election rules. This is, so far satisfactory. But cannot rules be devised to cover all elections the Chamber has to deal with? I do not see difficulties myself in arranging the matter and I should like to see all our elections to offices conducted on a common plan. The present method of electing the principal officers and committee has obtained since 1878, but when a similar proposal was made in 1861, and was then carried by a majority—but by a majority not sufficient to make it law—the change was so much resented that many members resigned and it took a great deal of persuasion to bring them back again. I would revert in part to the procedure which prevailed for over 40 years before 1878. I do not wish to imply that those who have so ably carried on the work of the Chamber during the past 30 years have earned or deserved other than the cordial thanks and unstinted praise of us all; but I think, we have again come to the parting of the ways, and that a system which will ensure the personal interests of a greater number of members in the work of the Chamber will only result in good to all its members. I am glad to see that there is new blood on the Committee this year, not because the old bloods have not done us uncommonly well, but because, I think, a gentle infusion of new strains tends to keep us healthy and vigorous.

There is one point I should like to emphasise in connection with any revision of our rules. I am firmly of opinion, that our consti-

tution should be enlarged so as to admit of the discussion and disposal of any question of public importance. All policies affect commerce, and other bodies such as ours do not hesitate to express themselves on political questions; our representatives in the Council will be called upon to deal with them; it would be helpful if they knew our views, and we should have the power, I submit, under our constitution to deal with them too. We are traders and merchants first of all, embodied to carry out the objects and duties defined in our rules. These affect business procedure principally, and form a subject which has now got into more or less stereotyped grooves. Things in this world are constantly changing, and at present the pace appears to me to be quickening. We do not want to become a political body, but, has the time not come when it would be to the advantage of the community we particularly represent to broaden our sphere of activity, increase our numbers under proper rules and restrictions, and on a wider field and to a fuller extent than hitherto take a more active part in the formation of public opinion?

The Chairman, in reply, said:—The question of revising the rules would come before the committee just elected. He might say, however, that the rules submitted by Mr. Leslie about a month or six weeks ago had been very carefully considered by the outgoing Committee. They were very much obliged to Mr. Leslie for taking the trouble of drawing them up, but he (the Chairman) thought there was no necessity of altering the present rules, which on the whole were very excellent. As regards the suggestion to increase the scope of the Chamber's work, he wished to say that he was not in favour of it.. The scope of the Chamber's work was commercial, and he would not include politics or any other sphere in it.

The proposition was carried.

Mr. J. Black proposed, **Mr. D. M. Inglis** seconded, and it was resolved "**that Messrs. A. F. Ferguson & Co. be re-elected Auditors of the Chamber's Accounts for the year 1910.**"

The Chairman proposed, **Mr. Wilson** seconded, and it was agreed "**that Messrs. R. G. Monteath and W. L. Graham be elected Trustees of the Chamber's Provident Fund for the current year.**"

A vote of thanks to the Chairman terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1910.

The annual ballot for the office of Chairman took place on 13th January 1910, and resulted in the election of **Mr. R. G. Monteath** as Chairman for the current year.

ELECTION OF DEPUTY CHAIRMAN FOR 1910.

The ballot for this office took place on the 20th January 1910, and resulted in the election of **Mr. W. L. Graham.**

PORT TRUST.

REPRESENTATION OF THE CHAMBER ON THE BOARD.

The terms of office of **Mr. H. E. E. Procter and Mr. W. C. Symes** expired on the 31st March 1909. A ballot was held on the 2nd and 3rd March and resulted in the re-election of Mr. Procter and Mr. Symes for a further period of two years.

Mr. Carmichael and **Mr. Procter** on proceeding to Europe obtained leave of absence from the Board Meetings from 1st May 1909 to 31st March 1910, and from 22nd May 1909 to 31st October 1909 respectively, and **Mr. R. G. Monteath** and **Mr. T. W. Birkett** were elected to act for them during their absence.

BOMBAY IMPROVEMENT TRUST.

REPRESENTATIVE OF THE CHAMBER ON THE BOARD.

Mr. A. K. Leslie, who was elected to represent the Chamber on the Board of the City of Bombay Improvement Trust for two years from 1st April 1908, severed his connection with

Messrs. Greaves, Cotton & Co., from 1st January 1909. He was, however, elected a member of the Chamber himself on the 20th January 1909. Consequently (though Mr. Leslie did not resign), as he was not *de facto* a member of the Chamber from 1st to 20th January, in accordance with Clause 15 of the Improvement Trust Act he thereby ceased to be the Chamber's representative on the Improvement Trust from the 1st January, and it became necessary to hold a fresh election. This was done on the 10th February 1909 and Mr. Leslie was re-elected as the Chamber's representative.

On Mr. Leslie proceeding to Europe he obtained 7 months' leave of absence from the Board meetings from 3rd April 1909, and **Mr. C. H. B. Forbes** was elected to act during his absence.

LEGISLATIVE COUNCILS OF THE GOVERNOR-GENERAL OF INDIA AND THE GOVERNOR OF BOMBAY.

Chamber's Representatives.

In accordance with the rules passed at the General Meeting of the Chamber held on 10th May 1893, the Committee appointed the 8th February 1909 for the purpose of balloting for the election of a representative of the Chamber to be recommended to His Excellency the Governor of Bombay for nomination as an additional member of Council under the Indian Councils Act, 1892, in the room of **Mr. H. E. E. Procter**, who had resigned his seat.

The ballot took place in due course, and resulted in the election of **Mr. C. H. Armstrong**, who was therefore recommended to His Excellency, and was formally nominated on the 16th February 1909.

By the reforms introduced during the year under review by the Secretary of State for India, the various Legislative

Councils were enlarged, and on the introduction of the Indian Councils Act, 1909 (9 Edw. VII, Cap. IV), which gave effect to these enlargements, the members of the Legislative Councils ceased to hold office. By the regulations under the new Act the Chamber became entitled to elect representatives to the Bombay and Imperial Legislative Councils, and these elections had to be conducted in accordance with the Rules therein laid down. The Government of Bombay appointed the 30th November 1909 for the purpose of balloting for a representative of the Chamber to serve on the Legislative Council of H. E. the Governor. The ballot was held in due course, and resulted in the election of **Mr. J. S. Wardlaw-Milne.**

The ballot for the election of a representative of the Chamber to serve on the Legislative Council of H. E. the Governor-General was held on the 15th December 1909, and resulted in the election of **Mr. C. H. Armstrong**, who had been, up to the date of introduction of the New Councils Act, the Chamber's representative on the Bombay Legislative Council.

A copy of the Regulations noted above, so far as they relate to the Chamber's representatives, will be found in *Appendix* A.

NEW MEMBERS OF THE CHAMBER.

The total number of Members on the rolls of the Chamber on the 31st December 1909 was 109 as compared with 107 at the end of 1908. The following are the names of those elected during the year under report:—

Mr. A. K. Leslie, proposed by Messrs. Ralli Brothers and seconded by Messrs. Lyon & Co., (Bombay), Ltd.

Messrs. Steffens & Nölle, Ltd., Bombay Agency, proposed by the National Bank of India, Ld., and seconded by Messrs. Schroder, Smidt & Co.

Mr. A. Janowitzer, proposed by the Comptoir National d'Escompte de Paris, and seconded by Messrs. Worman & Co.

The following ceased to be members:—

Messrs. Charles Phillimore & Co., Ltd.

SUB-COMMITTEES.

Following the procedure adopted in former years, the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1909:—

IMPORT SUB-COMMITTEE—

The Hon'ble Mr. C. H. Armstrong.
A. P. Stewart, Esq.
A. A. Economo, Esq.
E. Yeo, Esq.
L. McIlwrick, Esq.

SHIPPING AND EXPORT SUB-COMMITTEE—

J. S. Wardlaw-Milne, Esq.
J. N. Metaxa, Esq.
H. Uehlinger, Esq.
D. Carmichael, Esq.
A. J. Raymond, Esq.
W. L. Graham, Esq.

DOCKS AND RAILWAYS SUB-COMMITTEE—

The Hon'ble Mr. C. H. Armstrong.
H. E. E. Procter, Esq.
D. Carmichael, Esq.
J. S. Wardlaw-Milne, Esq.
J. N. Metaxa, Esq.
J. Black, Esq.
A. Muirhead, Esq.
F. W. Hanson, Esq.
W. L. Graham, Esq.

FINANCE SUB-COMMITTEE—

The Hon'ble Mr. C. H. Armstrong.

C. H. Wilson, Esq., C.I.E.

J. Begbie, Esq.

J. N. Metaxa, Esq.

J. Black, Esq.

ADDITIONS TO THE CHAMBER'S ROOMS.

Owing to the steady increase of work year by year and the consequent greater accommodation required for official records, it was found that the office hitherto occupied by the executive staff had become too congested. Absence of sufficient space had made it extremely difficult to keep the work of the Chamber and its affiliated Associations apart from each other, and thus adequate supervision and control had become almost impossible. It was therefore decided to secure extra accommodation adjoining the Chamber to the extent of 1,254 square feet, both for the extension of the Office and for the purpose of establishing a properly regulated Record Room, where all documents could be safely stored after being numbered, tabulated and registered.

It is further necessary to explain that the rent hitherto paid for the Chamber's premises was raised during the year by the proprietors of the building. This enhanced rent, plus the cost of the extra accommodation abovementioned, has entailed an additional charge on the Chamber of Rs. 190 per mensem. But of this sum the affiliated Associations pay Rs. 50 per mensem, leaving a net increase of only Rs. 140 per mensem to the Chamber. But, for this expenditure, the Chamber has been amply compensated by having properly organised Office and Record Rooms, and the necessary separate Arbitration and

Assistant Secretary's Rooms. Besides, the space freed by the removal of Records from the Board Room has given the much needed accommodation for the Chamber's reference library.

It will not be out of place to mention here that the whole of the Chamber's premises have also during the year been repainted and thoroughly renovated, and the general improvements and practical changes that have been introduced are such as will, it is hoped, meet the requirements of the Chamber for some years to come.

TONNAGE SCALE.

Cawnpore Castor Seed.

(See *Report*, 1892, *pages* 214, 456.)

The above article was re-tested for tonnage on the 2nd August 1909, the scale working out at 8·75 cwts. to the steamer ton. As, however, it was afterwards ascertained that through some misunderstanding the Castor Seed supplied for this test consisted of a mixture of seeds from various centres such as Cawnpore, Agra, Etawah, etc., it was decided to have a fresh test of the article. This was done on the 23rd August 1909, and the scale working out to 10·038 cwts. to the steamer ton, it was decided by the Committee not to alter it, but to leave it at 10 cwts. in the Chamber's Schedule.

Oil-cake Powder.

This article was tested for tonnage on the 13th December 1909, the result working out at 16 cwts. to the steamer ton.

Pending confirmation of this scale at the General Meeting of the Chamber, the Committee, by circular, recommended its provisional adoption for all freight transactions.

PAPER CURRENCY RESERVE.

Increase of Invested Portion.

(See *Report*, 1908, *pages* 17, 166.)

A reference to the Report for 1908 will show that the Committee of that year, in reply to an enquiry from the Government of India as to the expediency of increasing the invested portion of the **Paper Currency Reserve** from 12 to 14 crores, stated that they were not in favour of the suggested increase, but would prefer to see further facilities given to the public by making all Notes legal tender in the three Presidency Towns.

In May 1909, the Government of India intimated that it had been decided not to take any action at present in the direction of increasing the investment of the Reserve. (*Appendix* **B-1.**)

PAPER CURRENCY BILL.

(See *Reports*, 1900, *pages* 107, 317 ; 1903, *pages* 34, 278.)

In April 1909, the Comptroller and Auditor-General, Calcutta, informed the Chamber that as it was in contemplation to make **Rs. 10 and Rs. 50 Notes universal**, the form of the Notes was under consideration, and enquired whether the Chamber had any suggestions to make regarding the paper, size, colour, or general appearance of the universal Notes.

In reply, the Committee submitted the following suggestions :—

(*a*) The size of the Notes to remain as before, as also the texture of the paper. The paper on which the universal Rs. 5 Notes were printed had not met with favour owing to its thickness and consequent difficulty of handling.

(*b*) The denomination of the Notes in figures to be placed at the top corners instead of at the bottom, following the practice observed in Notes of higher values.

(*c*) That the large coloured lettering, indicating the denomination of the Notes, be changed from green to pink, thus making all universal Notes in this respect the same colour.

(*d*) The artistic value of the designs to be improved in both Notes. The Rs. 50 Note especially had a top heavy look owing to most of the designs in black being on the upper half of the Notes. The general balance and appearance of these Notes would, it was considered, be greatly improved if a lighter scroll work was substituted for some of the heavy designs in black.

Later in the year the Bombay Government forwarded to the Chamber, for opinion, a copy of a **Bill** to consolidate and amend the law relating to the **Government Paper Currency.**

The object of the Bill was the amendment of the Indian Paper Currency Act, 1905, in two directions :—

Firstly,

(*a*) by declaring currency notes of the denominational value of rupees ten and fifty to be "universal" (as currency notes of the value of five rupees already were), that is to say to be legal tender in any part of British India and payable at any currency office ; and

(*b*) by taking general power to make a similar declaration regarding currency notes of other denominations, as may from time to time be found expedient.

Secondly,

(*a*) by abolishing the existing sub-circle arrangements, under which currency notes other than universal notes were payable, not only at the office of issue, but also at the Presidency town in which the office is situate; and

(*b*) by establishing independent circles of issue at Cawnpore, Lahore, and Karachi, and abolishing the Calicut sub-circle office.

After carefully considering the Bill, the Committee informed Government that they approved of it and had no remarks to offer.

A copy of the Bill will be found in *Appendix* **B-2.**

THE BOMBAY CURRENCY OFFICE AND THE CIRCULATION OF OLD AND LIGHT COIN.

(See *Report*, 1908, *pages*, 16, 103, 163.)

As will be seen from last year's report the Chamber addressed the Government of India regarding certain defects in the local **Paper Currency Office.** A reply to the above representation was received in March 1909, when Government intimated that sight would not be lost of the question of the necessity for additional accommodation at the Currency Office, and that meanwhile they hoped that the inconvenience complained of, which took place during a season of great pressure, had not again been experienced.

Later in the year the Committee again addressed Government with reference to the working of the Bombay Currency Office, and also in regard to the circulation of **old and light coin,** and pointing out that, under the Indian Coinage Act (III of 1906), it was enacted that,

"The Rupee and Half-Rupee, shall be a legal tender, provided that the coin

(*a*) has not lost in weight so as to be more than two per cent. below standard weight; and (*b*) has not been defaced."

It was also stated that "a loss of 6¼ per cent. below standard weight, in the case of the rupee.....had been prescribed by the Government of India as the limit of reasonable wear."

It was further provided that certain authorized Banks and persons shall "when a rupee, which has been diminished in weight, so as to be more than 2 per cent. but not more than 6¼ per cent., below standard weight, and which has not been fraudulently defaced, is tendered.....accept the coin at its nominal value, and the coin shall thereupon be cut and withdrawn from circulation at Government cost."

Coins from 6¼ per cent. to 25 per cent. below standard which had not been fraudulently defaced were to be cut and paid for at rates fixed on a scale of weights; but coins fraudulently defaced were to be cut and returned to the tenderer. And lastly "a coin, which there is reason to believe has been defaced by sweating, shall be deemed to have been fraudulently defaced."

The Committee stated that in large commercial centres rupees in considerable numbers were paid by Indian dealers to commercial Importing and Trading offices who paid them in to their bankers. As a general rule—doubtless to avoid trouble—old rupees were summarily refused by bankers, and merchants had therefore to very carefully examine all payments, and return to their native clients rupees that were old, light, and defaced. These rupees continued to circulate and were frequently presented again only to be thrown out and returned. The Indian trader naturally did not care to run

the risk of having his rupees, if defaced, cut and returned by a banker or paid for only on their weight value; and merchants for similar reasons objected to accepting such defective coins, yet no means had been provided by the Government of the country for entirely withdrawing such coins from circulation.

The Committee further pointed out that there were in circulation in Bombay innumerable rupees of 1862 and earlier years, which, being old, bankers objected to receive in the ordinary way of business, and which moreover holders did not care to take the risk of presenting; and contended that as a very large profit was made on coinage, all old and worn coins as well as those that were sweated and light should, after a period of 30 years from date of minting, be withdrawn entirely at the expense of the Government and not at the cost of the last holder, as this latter procedure often inflicted an undeserved loss and was, besides, a constant source of friction and difficulty in mercantile transactions.

The Committee at the same time brought to the notice of Government the hardship caused by the Bombay Currency Office not receiving coin for exchange into notes the same day after twelve o'clock, Standard Time. They considered that coin should be accepted and exchanged the same day for notes up to a much later hour, after which, it was suggested, money should continue to be received till the closing hour—the notes for such late coin being given in exchange the first thing the following day; and as the restrictions and delays that were experienced by the trade were, in their opinion, the result of an understaffed office, and as considerable profit was made out of the department, the Committee stated that they considered that there should be no difficulty in strengthening the office and raising it to a position in which it could promptly meet the legitimate demands of the public.

The Committee also drew the attention of Government to the practice, by no means uncommon, of the Currency Office issuing rupees and other coins which were unfit for circulation and which they themselves would refuse if presented.

In this connection the Committee asked Government to appoint a Commission of Enquiry on which the Banking and Commercial communities should be adequately represented, for the purpose of fully reporting on the working of the Currency Office and on the legitimate requirements of the public, and to make such recommendations as might be deemed necessary in the circumstances.

At the time of writing the report the matter was still under the consideration of the Government of India. (*Appendix* B-3.)

INDIAN CURRENCY AND FINANCE.

The Karachi Chamber of Commerce submitted an extract from the remarks of their Chairman at the Annual General Meeting with reference to **Indian Currency and Finance,** and enquired whether this Chamber proposed to make any representation to Government on any of the points raised.

The Committee in reply stated that they were of opinion that it was not advisable at the present time to address Government on the subject.

An increased duty on silver was not one that recommended itself in any way to the members of this Chamber, for the further fall in price which it might bring about would seriously hamper Indian trade with China and would still further augment the divergence which already exists between the nominal and intrinsic values of the rupee.

The Committee regretted that the order devoting half profits on coinage to Railways still remained in force and

should it not have been cancelled when coinage was likely to be again undertaken, they would be prepared to address Government on the point. On the question of sterling borrowing, the Committee stated it was evident from recent events that all the money needed for Public Works, etc., could not possibly be obtained in this country on reasonable terms, and the raising of money in London was therefore unavoidable and necessary for the country's development. (*Appendix* **B-4.**)

STAMP DUTY ON MARINE POLICIES.

The Committee of the Bombay Underwriters' Association, submitted a copy of a memorial which it was intended to forward to the Government of India regarding **Stamp Duty on Marine Policies.**

The writers stated that the advantage to be gained from the concession prayed for in the memorial was one directly interesting the Mercantile community, and they felt sure the Chamber would accord their support by making a representation to Government.

The Committee of the Chamber in reply stated they approved of and would support the proposed memorial.

In a further letter the Underwriters' Association stated the memorial had been duly presented. The Committee therefore addressed the Government of India pointing out that there was a movement on foot in the United Kingdom in favour of a Stamp Duty of one penny per Policy. Though this demand had not been acceded to, it had been decided by the British Government to reduce the Stamp Duty on Marine Policies from three pence to one penny per £100 (with certain exceptions) and to give effect to the reduction as from 1st January 1909.

It was felt that when the change was effected the disadvantageous position in which Insurance Companies working in India would be placed, as compared with Underwriters at home, would be very detrimental to business in this country.

The Indian Stamp Act, so far as the stamping of Marine Insurance Policies are concerned, should be brought into conformity with the Stamp Act of the United Kingdom, and that instead of the two annas and one anna, respectively, charged upon policies, issued singly or in duplicate, in respect of every one thousand Rupees or part thereof, there should be substituted a duty of one anna and half-anna, respectively, in respect of every fifteen hundred Rupees or part thereof.

A full text of the memorial will be found in the Appendix.

A Government Notification has since been received stating that, " with effect from 1st April 1910, the Duty chargeable under Article 47*a* (1) (*ii*), Schedule I of the said Act, on a Policy of Sea Insurance, shall be reduced to one anna, if drawn singly, and to half-an-anna for each part, if drawn in duplicate, in respect of every full sum of one thousand five hundred Rupees, and also any fractional part of one thousand five hundred by the policy."

This notification was circulated to all members of the Chamber. (*Appendix* B-5.)

NEW TAXATION IN ADEN.

The Aden Chamber of Commerce forwarded to this Chamber a copy of a petition submitted by them to His Excellency the Governor of Bombay in Council protesting against the new taxes that were being imposed there. The writers expressed the hope that this Chamber would assist them by forwarding to the proper quarter a representation that these new taxes

should be done away with, and that in future cases of such proposals the general public should be properly consulted and allowed ample time to lodge objections, instead of having such schemes rushed through, as was done in this instance.

The Committee addressed the Bombay Government pointing out that they had carefully considered the petition and the various letters received from members of this Chamber on the subject, and asked that information might be given regarding the necessity for the new taxes and to what extent they were being raised to further the commercial interests of the Port. It was also stated that it appeared to be a fact that if the commercial community of Aden were unduly taxed, the trade of that Port would be driven to the neighbouring Port of Djibouti, where it was understood the authorities were offering all possible facilities to traders to induce them to establish business at that place. A hope was expressed that the question would be taken up by Government and that it would be specially considered from the trade point of view.

Government in their reply, dated 23rd September 1909, stated that until recently the total taxes amounted to Rs. 57,735, but these taxes were found unsatisfactory in their incidence, inasmuch as they enabled holders of valuable property to escape with an entirely inadequate contribution towards the expenditure of the settlement while the taxes pressed heavily on the poorer residents. The taxes were consequently readjusted, including a House and Property Tax, and the whole total then amounted to Rs. 94,000.

It was explained that the increase amounted to Rs. 37,000 or less than Rupee one per head of the population (43,000); and that of this increase Rs. 20,000 fell on the Port Trust property, the Italian Salt Works, and Sheik Othman property, which latter had hitherto escaped all taxation, for which there was no justification.

With regard to the Committee's enquiry concerning the objects to which the proceeds of this increased taxation were to be devoted, Government remarked that Aden had for many years been in need of an adequate, cheap and satisfactory water-supply. The Bombay Government had recently given a grant-in-aid of Rs. 30,000 to defray the cost of preliminary investigations into the new water-supply scheme. The Secretary of State had also on several occasions pressed on the attention of Government the desirability of rendering the settlement less unhealthy by improving the sanitation of the place.

His Excellency the Governor-in-Council was of opinion, however, that quite apart from the urgent sanitary requirements of the settlement, a revision of taxation was necessary and desirable to secure a fair and equitable distribution on local property owners.

The Committee while thanking Government for the explanation of the position, observed that they had not committed themselves to any definite statements, but had merely passed on the opinions received from Aden Merchants, and Bankers and Shipowners in Bombay interested in that port, with a request for full information on the points at issue. The information had been supplied, but the Committee were unable to confirm the conclusion Government had arrived at that the trade of Aden had been steadily increasing since 1904-1905. They showed that, in the statistics given, the totals included the exports and imports of treasure, whereas merchandise only should be the true test of progress. Excluding treasure the trade was not above the average of the last six years.

They further pointed out while the population was given as 43,000, these figures they were informed included Perim, the military, ships at sea and in the Harbour, etc., who were in no way interested in the question under discussion.

The point the Committee desired to call attention to was the increased taxation to be borne in future by trade and commerce, and the view was expressed that if the trade of Aden was discouraged, the imports and exports of merchandise would probably be decreased,—and this contention they were still inclined to believe held good. (*Appendix* C.)

INDIAN COMPANIES ACT.

(See *Report*, 1900, *pp.* 25, 98, 197.)

A copy of a Bill further to amend the Indian Companies Act, 1882, with the Statement of Objects and Reasons, was forwarded by the Bombay Government, who requested the opinion of the Chamber thereon.

The object of this Bill was to make provision for the payment of interest out of Capital by Companies during the period of construction of works or buildings, and to grant to Joint Stock Companies the power to re-issue redeemed debentures in certain circumstances.

The Committee in reply stated they approved of the Bill and had no remarks to offer.

Later in the year the Bombay Government forwarded a copy of a letter from the Department of Commerce and Industry regarding the assimilation of the law relating to Joint Stock Companies in India to that obtaining in England, together with a copy of a letter from a Chartered Accountant in Bombay, suggesting modifications in the clause referring to appointments of Auditors to Companies in India, and requested the opinion of the Chamber on the proposals referred to in the said letters.

The Committee in reply to the Government of Bombay stated they were not at that time in favour of the amendment suggested by the Chartered Accountant referred to above,

as the field of choice was too limited, but in time such an amendment might be necessary, and even at the time of writing, it would be advisable, if possible, in practice.

The Committee noted that in Sections 112 of the English Act and 74 of the Indian Act it was not stipulated that an Auditor must be a Public Accountant, and however desirable this might be, it did not seem possible at this time in this country.

As public Companies are rapidly growing in India, the Committee felt the time had arrived for Government to form schools or classes of accountancy for a 3 or 5-year course; a certificate to be given on passing an examination. If this were done, there would, in the course of a few years, be many qualified men in this country, holding Indian certificates, and the Act might then be amended so that the power of shareholders in appointing Auditors should be limited to men who had obtained Indian certificates and to those holding degrees of any recognised Accountancy Society, and so far as the former were concerned, the Committee held that Government should reserve to themselves the power of withdrawing an Indian certificate for any serious irregularity which Government themselves should have the right to determine. (*Appendix* **D-1.**)

INDIAN FACTORIES ACT.

(See *Reports*, 1907, *p.* 102; 1908, *pp.* 26, 204.)

A draft Bill to consolidate and amend the law regulating labour in factories was forwarded by the Bombay Government who requested the Chamber's opinion thereon.

As the reply is a criticism on each section separately, and is too lengthy to be given here, a full text of it will be found in *Appendix* **D-2.**

INDIANS ADOPTING AND TRADING UNDER ASSUMED NAMES.

In July 1909 the Committee received a communication from the Bombay Presidency Trades' Association regarding the growing practice of Indians assuming and trading under European names, and asking the Chamber's views on the subject.

As the matter was one which not only affected the commercial community but the public generally, and as the evil undoubtedly required to be checked or regulated, the Committee considered it advisable under existing conditions that Government's attention should be directed to the assumption of names of a different nationality.

In a letter to the Bombay Government it was pointed out that many Indians in Bombay and elsewhere, shopkeepers and others, were assuming and trading under names of a nationality not their own; and there could be no doubt that as regards shopkeepers, people who resided in the districts were very often deceived by the European names assumed by those who thought, and no doubt rightly, that an European name would bring them increased business from up-country customers, who had no means, in ordinary circumstances, of knowing or ascertaining the real proprietors or partners of such firms. Bankers also had informed the Committee that they were frequently misled by signatures on important documents into believing that the firms or individuals they were corresponding or trading with were Europeans by nationality, when, as a matter of fact, they were natives of the country, and that, undoubtedly, firms in England and other Foreign countries were also misled in like manner.

The Committee also drew the attention of Government to the frequent notices that appeared in the *Government Gazette* notifying changes of name, and the ease with which this

could be accomplished. While acknowledging the difficulties, the Committee felt the question could be dealt with in a Registration of Partnerships Act, which the various Chambers of Commerce in this country had advocated for years past. It was, however, suggested that if a Bill of this nature was not under contemplation, the Police Commissioners in large towns might be given special powers to deal with the question; and regulations might also be made which would enable a High Court to exercise some independent control. It seemed to the Committee that the matter must be dealt with sooner or later, and that it would undoubtedly be very much easier to take it in hand whilst, to some extent, the evil was in its infancy, rather than a few years hence, when in all probability the practice had grown to greater dimensions.

In acknowledging the representation, the Bombay Government stated that, since the matter was one that affected the whole of India, it would have to be referred to the Supreme Government, and that in making such reference it would be useful if the Chamber gave some specific instances of the evil complained of. After consulting the Bombay Presidency Trades' Association, the Committee submitted a comprehensive list showing the adoption of assumed names by Indian firms, and some of these were glaring imitations of existing firms, who, no doubt, suffered in business by the remarkable similarity.

The Committee felt that a preliminary step might be the enforcement of more stringent regulations with reference to a change of name to one common to a different nationality.

An applicant for a change of this description might, in the first instance, be compelled to apply to a Court, who should only admit the request for consideration on good and sufficient reasons. The applicant might then be required to advertise his intention freely in the press, and after an interval

make a further application to the Court for final sanction, which should only be granted on payment of a substantial fee.

This method was only suggested in case it was not thought desirable in existing circumstances to prohibit altogether an official change of name to one common to a different nationality.

It was realized that a regulation of this nature would not prevent a man assuming a name and trading under it, but it would assist a firm, whose name had been copied, in litigation, to compel the offending party to give up the business name he had assumed.

It was felt, however, that the whole question could only be dealt with comprehensively by a special Act, such as an Act for the Registration of Partnerships, which the Chambers of Commerce in this country have for so long urged upon the Government of India; and the Committee considered the necessity for action in this matter of names was an additional reason for the Registration question being again revived.—(*Appendix* E).

INVENTIONS AND DESIGNS BILL.

(See *Reports*, 1887, *pp.* 29, 92; 1892, *p.* 327.)

The Government of Bombay submitted for the opinion of the Chamber a draft Bill to amend the law relating to the **protection of inventions and designs.** From the statement of Objects and Reasons attached to the Bill it would appear that the existing procedure in India under the Inventions and Designs Act, 1888, for obtaining an exclusive privilege is somewhat as follows. The inventor submits to the Governor-General in Council an application accompanied by the prescribed fee and containing a description of the invention. The title of the invention is notified in the *Gazette of India*, and after examination by the Secretary

under the Act for formal matters, the application is exposed to public inspection in the Secretary's office for 10 days, so that any member of the public may have an opportunity of objecting to the grant of leave to file the specification. The application is then further examined by the Secretary more closely to see whether it complies in all respects with the Act, and also, where possible, to see whether the invention is novel. Any objections are also considered by him at this stage. If he finds that the application is in order, leave to file a specification is granted, subject generally to conditions in the case of inventors who are Government servants. Within a period of six months (which may on permission be extended to nine months) the applicant, if he desires to obtain an exclusive privilege, must file six copies of a specification together with a second fee. The specification is then examined by the Secretary to see whether it is substantially identical with the description, drawings and claims in the application. As soon as this identity is secured, the specification is notified as filed as from the date on which it was first received, and, the exclusive privilege may endure for fourteen years or even with permission for a longer period, but it ceases if any corresponding English or foreign patent lapses.

Under the above procedure the public have no proper opportunity of objecting to the grant, as merely a single manuscript copy of the application, which often contains an imperfect description, is available for inspection in Calcutta only during a very limited period. Subsequently, though the exclusive privilege may on application to the High Court be revoked on various grounds, including invalidity and non-novelty, these grounds—which are the natural grounds of defence—cannot, except in certain special cases, be pleaded by an alleged infringer as a defence to a suit by an inventor for infringement of his exclusive privilege. For the sake both of the inventor and the public it appeared to the Government of India

desirable that the procedure should be simplified and made more direct and effective, not only in regard to the grant of patents but also in respect of their subsequent existence and operation. Further it seemed expedient that the dependence of Indian rights on foreign patents should cease.

The Government of India claimed that under the draft Bill the public would be protected by the facilities for opposition at an effective period being increased, while the applicant would be enabled to restrict his claim to what appeared to be more properly his invention, thus obviating to some degree his risks in subsequent infringement or revocation proceedings. The applicant would further be protected as his application would be kept secret, which it was not previously, until acceptance. The provisions of the Bill, generally speaking, followed, with the necessary modifications, those of the English Inventions and Designs Act of 1907.

The Committee after submitting the Bill to the Chamber's Solicitors for an expression of opinion informed Government that the Bill as drafted appeared to them to contain the improvements which were claimed in the Statement of Objects and Reasons, and that it was a great improvement and advance on the law in force in British India. There were, however, certain points in the Bill which did not appear quite clear, and required modification. For instance, it appeared that, under the Bill, while the grant of a Patent might be opposed on the ground that it had been made publicly known in British India by means of a written publication, it could not be opposed on the ground that it had been made known in the United Kingdom in the same way, that is, by means of a written publication.

The Committee contended that it ought to be open to any one to oppose the grant of a Patent on the ground that the

invention had been made publicly known in the United Kingdom by means of a written publication.

As regards Section 77 (1) of the Bill, the Committee drew attention to the fact that in the case of an arrangement being made, as provided for, say, between England and France, this section makes no mention of the relation which the dates of application of an inventor in France and one in India would bear to each other. They contended that although the application of an inventor in India might have been prior in date to the application of an inventor in France, yet the latter would, nevertheless, if he made his application in India, within 12 months of his application in France, be entitled to priority over the other applicant. They felt, therefore, that this section required careful revision and correction.

The Bill provided that a Patent should cease if the Patentee failed to pay the prescribed fees within a prescribed time. The Committee urged that a provision on the lines of Section 20 of the English Act should be added. By this Section when a Patent had lapsed owing to the failure of the Patentee to pay any fee within the prescribed time, the Patentee could apply to the Comptroller for an order for the restoration of the Patent, and that under certain conditions, the chief of which was that the Patentee must show that the omission to pay was unintentional, the Comptroller would advertise the application, and if no opposition was entered, restore the Patent, and further that, if opposition was entered, the Comptroller should hear the case, and, subject to an appeal, restore the Patent or dismiss the application.

The English Act contains a provision which enables a person who would have been entitled to oppose the grant of a Patent to apply to the Comptroller to revoke the Patent on any of the grounds on which the grant of the Patent might have been opposed. It further provides that no such appli-

cation is to be made if an action for infringement or proceedings for the revocation of a Patent are pending in any Court, and the Comptroller has power on such application to make an order requiring an amendment, correction or explanation of the specification or to revoke the Patent or dismiss the application.

The Committee recommended that as an application to the Comptroller would be more expeditious and less costly than a Petition to the High Court, a provision similar to that in the English Act might usefully be added to the Bill. (*Appendix* **F**).

SPREAD OF DOURINE.

A Bill to provide for the **Prevention of the spread of Dourine** with the Statement of Objects and Reasons was forwarded by the Bombay Government, with the request that this Chamber's opinion on the provisions of the Bill might be furnished.

In reply the Committee stated that they approved of the Bill and had no remarks to offer.

A copy of the Bill will be found in *Appendix* **G**.

TARIFF SCHEDULE.

(See *Report* 1908, *pp.* 37, 230.)

The Director-General of Commercial Intelligence met a Sub-Committee of the Chamber on the 24th November 1909, and discussed with them the proposed amendments to the **Tariff Schedule.**

The Sub-Committee advocated (1) a reduction of the rates proposed for the various classes of sugar, which they contended were too high, and (2) that the rates on revision each year should be approximately the average rates of the year preceding.

Subsequently, the Karachi Chamber asked the support of this Chamber to its representation to the Government of India against the valuation of sugar which they considered had been excessive in past years. They also suggested that some method be adopted as a basis for fixing tariff valuations, such as taking the average prices of one or three preceding years, to enable the trade to calculate the amount of duty approximately correctly in advance, and proposed the fixing of Tariff valuations in future for a period of three years instead of one.

The Committee, on receipt of the Karachi Chamber's communication, addressed the Director-General of Commercial Intelligence, and pointed out that, as mentioned to him at the interview referred to above, they were in accord with the Karachi Chamber in thinking that some acknowledged method should be adopted for sugar which would enable the trade to calculate approximately in advance the amount of duty it was likely to be called upon to pay. With this aim in view the Committee urged that the rates on revision each year should be based on an average of the rates of the three preceding years; and that the average thus calculated should apply only to one year at a time, and not to the three following years as proposed by the Karachi Chamber. They further stated that if Government extended the application of this system to other articles as well, there would be no objection to its adoption.

A copy of the above correspondence as well as the revised schedule will be found in *Appendix* H-1.

LIST OF COTTON PIECE-GOODS.

(See *Report* 1908, *pp.* 38, 259.)

The Director-General of Commercial Intelligence, in November 1909, informed the Chamber that the question of the

revision of the **List of Cotton Piece-Goods** was under consideration, and intimated that no suggestions had been made by the Collectors of Customs for additions to the list, and there seemed to be a general feeling that it was sufficiently comprehensive. He desired, however, to know whether there was any truly distinctive description of goods not already provided for which the Chamber wished to recommend for inclusion in the List.

In reply, the Committee stated that as they considered the list sufficiently comprehensive they had no additions to suggest. (*Appendix* **H-2.**)

COUNTRY OF ORIGIN ON IMPORTED GOODS.

(See *Report* 1908, *pages* 30, 99, 212.)

In the Chamber's Report for 1908 (page 33) reference was made to the fact that it had been decided to address the Government of India direct on this subject.

A reply has now been received through the Bombay Government, in which it is stated that pending an amendment of the English Act in a similar direction, the Government of India are unable to take into consideration proposals for an amendment of the Indian Merchandise Marks Act, which would be necessary to make lawful the marking of such expressions as "Foreign Make," &c., on goods falling under Section 10 (1) (*e*) of the Act.

It was also pointed out that the proposal for the recent modification of the practice of the Indian Customs Houses did not meet with the unanimous approval of the Mercantile Associations and bodies consulted ; and that, even in the event of an amendment being made in the English Act in the manner suggested, the Government of India would require to be assured of the general support of those interested before introducing similar legislation in India.

The Committee, in reply, stated they had carefully considered the above resolution of Government, and expressed their disappointment at the ultimate result of all the correspondence that had taken place, as the decision had left, the Committee felt, the British Merchant in India in a less favourable position than before.—(*Appendix* H-3.)

RAILWAYS.

Muttra-Aligarh Link.

(See *Report* 1906, *pp.* 41, 267.)

In July 1906, the Committee drew the attention of the Railway Board to the desirability of **linking up Muttra with Aligarh** by a broad-gauge line in anticipation of the completion of the Nagda-Muttra Railway. It was pointed out then that Aligarh was one of the largest trading towns in the United Provinces, and that it was also one of the termini of the Oudh & Rohilkhand Railway. The connection, therefore, of Muttra with Aligarh would place the important trade centres of Chandausi, Bareilly and Muradabad in direct communication without break of gauge with Central India and the Bombay Presidency; and the distance from Aligarh to Bombay, *via* the new Nagda-Muttra line, would be reduced by nearly 100 miles,—the proposed link itself shortening the distance by 12 miles. The survey of this extension was sanctioned in 1904, but, as in March 1909, when the Railway construction programme for the year under review was published, no allusion was made to it, the Committee decided to address the Railway Board again in the matter and requested to be informed what were the intentions of Government as regards the construction of this line, which the Commercial community of Bombay considered of very great importance, as it would bring Bombay into closer touch with the regions served by the Oudh & Rohilkhand Railway

and would, besides passing through the important pilgrim town of Brindaban, open up a country from which there was an assured traffic.

The Committee submitted that this Muttra-Aligarh link was of more general importance to the country as a whole than the Allahabad-Cawnpore-Rae Bareilly and the Nagpur-Chindwara Lines, which had been included, amongst other works, in the Railway construction programme above referred to.

The Railway Board in reply stated that the question of the construction of such a line had already received their careful consideration, and they were not prepared to recommend its inclusion in the Railway programme as one to be carried out at an early date.

With regard to the Cawnpore-Rae Bareilly line, the Railway Board contended that it had been most strongly advocated by the local Government, and was a line that would open out a tract of country of far greater extent and fertility than the area that would be served by the Muttra-Aligarh link; while the Nagpur-Chindwara line was a project that was directly in the interests of Bombay, as it would open out large deposits of manganese that would probably be shipped from Bombay, and serve as a feeder to the G. I. P. Railway Bombay traffic.

The Railway Board were also of opinion that the extension of either of the Bombay broad gauge Railways to Aligarh would be a distinct invasion of the area served by the East Indian Railway, and if sanction to the extension were given, both the East Indian Railway Company and also the trade of Calcutta would certainly press the Government of India to sanction the construction of some retaliatory project, which it would then be difficult to refuse to agree to, and the result might on the whole be adverse to Bombay interests.

The Railway Board were of opinion that the most feasible scheme to secure a through broad gauge route from Aligarh to Bombay *via* the Nagda-Muttra route was the construction of a broad gauge line from Bharatpur to Agra, and this project would be considered when funds were available.

The Committee decided to address the Railway Board again in the matter as they were unable to understand how the extension desired would be a distinct invasion of the area served by the East Indian Railway, for the greater bulk of the cotton and a large portion of grain and seeds traffic from the Aligarh, Chandausi and Moradabad districts is despatched to the Bombay Market. The extension of the Nagda-Muttra Railway to Aligarh appeared to the Committee a natural one, and as Bombay would then be placed in direct communication on its own metals with the Oudh & Rohilkhand Railway, and with a district from which a large amount of traffic is drawn, the advantage to Bombay would be very considerable, apart from the fact that traffic would then be received which had not passed over a competitive system, and been subject to the disabilities which have so hampered Bombay trade with this district in the past. The Committee therefore pressed for this extension, which they held to be an important and necessary one, and expressed the hope that on reconsideration the Railway Board would decide to give the scheme a prominent place in the Railway programme.

The Railway Board were however unable to accede to the Committee's request and adhered to the views previously expressed by them.

As the Committee felt that nothing would be gained at the time by further correspondence, they decided to let the matter stand over until a more favourable opportunity occurred for them to again press their views on Government.

At a later date, in reply to an enquiry from the Bombay Government as to whether there were any lines in the Bombay Presidency which this Chamber wished them to recommend for inclusion in the Railway Board's programme of Railway construction, the Committee stated that in this Presidency they had no new lines of Railway to suggest, but asked Government to strongly support the linking up, at the earliest opportunity, of Muttra with Aligarh as an extension of the Nagda-Muttra Railway. They at the same time recommended the **Bharatpore-Agra, Khandwa-Nanded** and **Khamgaon-Jalna** lines as useful extensions and connections of existing systems. (*Appendix* I-1.)

RAILWAY RISK NOTES AND REFUND OF OVERCHARGES.

(See *Reports*, 1906, *pages* 51, 282; 1907, *page* 40.)

The Marwari Association of Calcutta in October 1909 forwarded to the Chamber copies of correspondence that had passed between that Association and the Railway Board on the questions of the **refund of overcharges** and the **Risk Note Forms B & H** then in use.

In connection with the first point the Association had pointed out to the Railway Board that in cases where the Railway freight on a consignment of goods had erroneously been under-charged by the despatching station, the station of destination would realise the difference from the consignee before delivery, if the freight happened to be prepaid or the amount given on the receipt plus the difference if it had not been prepaid. But in cases where such freight happened to be overcharged the Railways did not calculate and refund the excess to the consignee. The Marwari Association suggested that the adoption of a system of widely advertising the particulars of all overcharges and

claims for refund in the Vernacular and English papers, and of serving individual notices to the parties entitled to such refund, would meet the case.

In regard to the Risk Note Forms B & H the Association stated that the modifications that had been introduced in the conditions did not in practice operate equally fairly on both the public and the Railway Companies, and were not effective enough to afford just and reasonable protection to the consignors of goods from loss or damage even from avoidable causes. Further that while the Railway administrations were held responsible for the loss of complete consignments or complete packages forming part of a consignment, due to the wilful neglect of or theft by Railway servants, no provision was made to cover the question of abstraction from packages.

The Committee in reply stated that they were in entire sympathy with the Association as regards the refund of overcharges, and thought that some system might easily be devised by which those concerned could be directly informed of any refunds due to them.

The question of pilfering of goods while in transit and in station yards, although acknowledged as a fact, was not, however, the Committee contended, one for which a remedy could easily be found. (*Appendix* I-2.)

RAILWAY SIDINGS AND DOCK SHEDS IN THE NEW ALEXANDRA DOCKS.

In April 1909 the Port Trustees submitted for the Chamber's opinion certain plans and proposals showing the **Railway Sidings, Docks Sheds** and other facilities in connection with the **New Docks** under construction.

The Trustees explained that a siding had been provided in front of the sheds on each wharf, not with the object of

shipping direct from the wagons, which was considered impracticable, but for use when the berth was empty and cargo was being received in the shed, or for the last hundred or so tons required to complete shipment.

As it was intended to do all the loading and unloading through the transit sheds, two running lines, and two unloading lines had been provided behind the said sheds. There were to be six additional sidings on the west wharf for loaded trains waiting to get to the transit sheds.

Roadways of ample width were provided between the transit sheds and sidings at the back of them, and as it was proposed to check-rail all the sidings, there would be no difficulty in carts with other exports or imports getting to and from the sheds.

It was proposed to provide seventeen transit sheds in the Alexandra Dock, thus making the length of each berth 500 feet or a little over. There were to be six lines of rails from the Depôt to the Docks, which it was thought would deal with double the amount of the largest exports ever dealt with in the Prince's and Victoria Docks at one time. It was proposed to use the two eastern lines for Prince's Dock, and two middle ones for the Victoria Dock and the two western ones for the Alexandra Dock.

The Committee in replying to the Trustees' representations stated that it was doubtful whether the curves leading to the jetty and east wharf provide for easy running of trains. They appeared to be too sharp and required modifying. It was also considered that more lines should be provided at the entrance of the Docks connecting with the rails from the Depôt at Mazagon.

A majority of the Committee agreed to the proposal that there should be only a single line along the wharves for

occasional use, and considered that shipment through the sheds was the most suitable arrangement for the trade as a whole.

They thought a wharf 38 feet 9 inches sufficiently wide for all ordinary purposes, and along a wharf of this width only one line of rails was possible. Wide wharves with two lines would be inconvenient in various ways and extra expense would be incurred in carrying cargo. They however admitted that seeds and wheat required special consideration, and suggested that three berths should be specially prepared for loading such cargoes expeditiously, and for this purpose a wider wharf would have to be planned so that additional lines might be laid on.

A minority of the Committee representing interests comprising 50 per cent. of the total exports of cotton and seeds, were, however, unable to accept these conclusions, their opinion being that all wharfs in the New Dock should be equipped with the most modern facilities for direct shipments of produce, and they were also of opinion that a minimum of two sidings should be provided on each wharf in front of the sheds. They also pointed out that on the completion of the new Depôts for seeds, grain and cotton at Mazagon, the export merchants, who transferred their business to the new Depôts, would be wholly dependent on rail communication for loading their produce, and that therefore the compulsory passing of all exports from Mazagon through the sheds was bound to lead to a lot of unnecessary expense; and that this procedure would sensibly detract from the advantages the Depôts were intended to confer, and may also seriously affect the success of the Trustees' proposals in this direction.

The Committee as a whole called the attention of the Trustees to the desirability of making special arrangements for the shipment of Manganese Ore, and also to the need of a special Godown for hazardous goods, so that this Port might

have equal facilities with other Ports. They approved of berths in the Docks being at least 500 feet, and agreed to the proposal that the transit sheds should be floored, and that the height of the ground floor should be 20 feet instead of 14 feet 1 inch as at present. As to whether sufficient sidings had been provided for expeditious working, the Committee did not feel able to express a definite opinion, but trusted expert advice would be taken so that the Docks when completed might be thoroughly up to date in this respect. (*Appendix* J.)

CODE WORDS.

(See *Report*, 1908, *pages* 59, 300.)

It will be remembered that in September 1908 the Committee, on having their attention drawn to the matter, addressed the local Government, with reference to the discontinuance of the practice of counting the **letter combination "Ch"** as one letter in artificially formed words, and expressed the hope that the Indian Government would instruct its representative to vote against the new regulation, and that a timely assurance would be given that this regulation would not be brought into force.

The Bombay Government in reply stated that the Government of India, to whom the question had been referred, had intimated that the decision of the International Telegraph Conference, which was arrived at after prolonged discussion and the fullest examination, was of the nature of a compromise, intended to protect the commercial community from the expense and inconvenience which would have been caused by the introduction of drastic rules entailing the preparation of entirely new codes. It was further stated that the Government of India were of opinion that the decision was a reasonable one, and they had decided to adhere to the new regulations, and were therefore unable to accede to the request made by the Chamber.

During the early part of May 1909 a statement appeared in the local newspapers to the effect that the **new regulations** adopted by the International Telegraph Conference would be brought into force on the 1st July 1909.

As the Committee had up to that time received no official information regarding the new rules and the procedure to be followed, they addressed the Government of India on the question and pointed out that on such a very important matter they felt that the earliest possible intimation of any change should have been supplied by Government, and they asked that a copy of the new regulations might be forwarded to them and information given as to the compromise alluded to in the letter from the Bombay Government above referred to. They also pointed out that, in a telegram received by the Chamber from Simla on the 30th April 1908,* the Director-General of Telegraphs advised that the British Post Office and India would not support any proposal which would affect the great bulk of the Codes in use, but from enquiries made locally, it seemed doubtful whether many ciphers in keys which had hitherto been recognised as fairly complying with the Regulations, would be accepted on and after the 1st July 1909. No information, however, of a definite nature was obtainable, and the Committee being in the dark as to the procedure which would be followed from that date, enquired as to who was to decide whether a word complied with the new Regulations or not. This point they considered was a very important one, and unless the course of procedure was clearly defined, they felt that difficulties were certain to arise.

It appeared to the Committee that in all probability considerable changes would be necessary in the Codes of many offices, and they consequently recommended that the new Rules should not take effect until the 1st January 1910, so as

* See Report, 1908, page 302.

to give Firms an opportunity of going into the matter thoroughly with their foreign correspondents.

The Government of India in reply stated that the date of introduction of the new regulations was fixed by international agreement, and that in spite of representations from English Chambers of Commerce, the British Post Office adhered to 1st July as the date of introduction. Independent action by India for postponement, Government contended, would be ineffective, and the only possible course would be to procure postponement by assent of the signatories to the convention. They had wired to the Secretary of State enquiring as to whether the date of introduction had been universally accepted by the signatories to the Convention, and whether the enforcement of the rule as to counting of double letters could not be delayed to enable Codes to be corrected. They understood however that stringency as regards the standard of pronounceability of syllables would not be insisted on by the British Post Office, but that the counting of double letters as two would be insisted on. At a later date Government wired to the effect that the Secretary of State had cabled that the postponement of the introduction of the regulations was impracticable, and similar requests by Chambers of Commerce in the United Kingdom and Germany had been refused.

On the 24th May 1909 the following memorandum was issued by the Telegraph Department :—

"Memorandum of the more important alterations in the Rules for Foreign telegrams, which are to take effect from the 1st July 1909, in accordance with the International Telegraph Convention and Service Regulations, 1908 revision (Lisbon).

(1) The existing Rule regarding Code language has been modified to the extent that the syllables shall be capable of pronunciation according to the current (or ordinary) usage of one of the eight accepted languages.

(2) The Administrations of Great Britain, France and Germany have been appointed as a Committee of Control, in order to examine all codes that may be presented to them to determine if they are unobjectionable.

(3) Combinations or alterations of words sought to be concealed by reversing the order of letters, or syllables, are prohibited.

(4) Artificial words must not contain the accented letters ä, á, ā, é, ñ, ö and ü.

(5) The combinations, ae, aa, ao, oe, ue and ch are to count as two letters each in artificial words.

(6) Telegrams addressed to a reforwarding agency which is known to be organised for the purpose of evading payment of the full rate chargeable for the transmission of telegrams, by acting as intermediaries for the receipt of telegrams and for their re-transmission to a destination beyond, may be stopped.

(7) The stipulations relating to telegrams "*To follow*" by order of the Sender, and telegrams, to be re-transmitted by order of the Addressee, which were not binding on such of the extra-European Administrations as declared their inability to apply them, have now been made applicable to both *regimés*.

(8) Signs of punctuation, apostrophes and hyphens may be transmitted, and, consequently, charged for, on the formal request of the Sender.

(9) The period for the preservation of telegrams has been extended from eight to ten months.

(10) Telegrams bearing the instruction "*Nuit*" or "*Night*" are required to be compulsorily delivered at night. In India, however, Foreign telegrams are classed as "*Express*" and are usually delivered at night provided the office of destination is open.

(11) In groups of letters and figures used as commercial marks, each letter and figure is counted as one character; five characters, whether wholly or partly letters and figures, counting as one word. For example, the commercial marks 197A/3199A and 3/M at present count as four and two words, respectively. In future they will count as two words (9 characters) and one word (3 characters), respectively.

"The alterations enumerated in paragraphs 1, 3, 4, 5, 8 and 11 will be made applicable to Inland telegrams also."

On receipt of this memorandum the Committee enquired of the Director-General of Telegraphs as to what codes had been passed by the Committee of Control that had been appointed to examine the various codes in use.

The Director-General however replied that he had no information on the point.

The Government of India in a further communication to the Chamber stated that the compromise referred to in the letter from the Bombay Government was arrived at regarding the question of pronounceability. At the Conference it was proposed that the whole word should in each case be pronounceable according to the ordinary usage of the language to which it was presumed to belong. This proposal was not accepted, and it was finally decided that each syllable must be capable of pronunciation according to the ordinary usage of the language.

The Government of India further stated that they had learnt with regret that the new rule as to counting the combination "Ch" as two letters instead of one would cause inconvenience and embarrassment in the use of some of the existing codes, but it was beyond their power to redress single-handed the grievance complained of. They were willing however to postpone the enforcement of the rule regarding double

letters for six months so far as internal correspondence was concerned, but in view of the refusal of the German and British Administrations to agree to a postponement, there was no hope that similar action could be taken in the case of Foreign telegrams.

As the Committee were of opinion that nothing would be gained by continuing the correspondence they decided to take no further action in the matter. Subsequently a notice was received from Government for the guidance of persons wishing to submit Telegraph Codes for examination on behalf of the Telegraph Union. Members were informed of this notice, and a copy is reproduced in *Appendix* **K-1.**

RECEIPT FORM GRANTED ON DESPATCH OF TELEGRAMS.

During March 1909 the Committee were favoured with a copy of certain proposals made by the Punjab Chamber to the Director-General of Telegraphs regarding a more practical **form of receipt** granted to the sender of a telegram.

It was pointed out to the Director-General that after six months' experience with the newly introduced receipt forms, it was found that the public had not generally adopted the plan of sending with their telegrams the loose receipt forms obtainable at the Telegraph Offices, and in which it was believed they would enter any special particulars they desired. The new form, it was shown, only bore a date (not always legible), the number, the class, and the cost of the telegram. It was also within the experience of the Punjab Chamber that at some combined Post and Telegraph Offices senders from time to time were given a receipt on slips of plain paper.

The above procedure, it was obvious, did not give adequate and reliable information to the sender of a message, and the Punjab Chamber offered as a remedy a new printed form, which combined with the existing one on which telegrams were written, a receipt in which senders could enter whatever particulars they wished, and which, when the telegram had been paid for, could be easily detached, along the line of perforations, and handed to the sender.

The practical advantage of the proposed form was that the sender of a telegram could simultaneously write his message and fill in his receipt, instead of having to deal with two separate papers. And if these combined forms were available, bound as books containing say 50 or 100 pages each, and bearing consecutive numbers, they would be still more useful, as the bound receipt portion could always be utilised as a counterfoil of messages sent.

The only additional work this combined form entailed to the Telegraph Department was the insertion on the receipt of the time at which the message was handed in at the office for despatch. But as the time of despatch was considered very essential, especially by the Banking and Mercantile community, it was trusted that the infinitesimal delay occasioned by filling in this data in the receipt would not prevent the introduction of the desired combined form.

The Committee of this Chamber in addressing the Director-General of Telegraphs on this subject, stated that they were in entire accord with the Punjab Chamber's wishes that the proposed combined message and receipt form should be universally adopted in India; and they further suggested that these forms should be used in future for both Foreign as well as Inland messages. They also strongly supported the suggestion that the time of despatch should be inserted on each receipt.

It was subsequently ascertained that practically every Chamber of Commerce and Trades Association in India and Burma had supported the Punjab Chamber in this matter. It was therefore with some surprise that this Committee read the reply of the Director-General, in which it was stated "that the practice of furnishing senders of telegrams with receipt forms on which they can enter whatever particulars they wish to, is understood to be working satisfactorily elsewhere. It is not considered desirable or necessary to enter the time of receipt on the receipt forms." (*Appendix* K-2.)

DEPOSIT SYSTEM OF ACCOUNTS FOR PAYMENT OF TELEGRAMS.

(See *Report*, 1908, *pp.* 52, 99, 282, 287.)

It will be remembered that when in July 1908 Government decided to introduce a **Deposit System of Accounts**, the Committee pointed out that the commission of one per cent. on the gross value of telegrams transmitted without prepayment, which was levied to cover the cost of maintaining accounts, would, in their opinion, have a deterrent effect on would-be depositors, and they consequently recommended that the charge should not be made. The Director-General of Telegraphs in reply explained that the commission of one per cent. was required to defray the expenses of additional clerical establishment in connection with the up-keep of Deposit Accounts, and therefore it was not considered desirable to make any change at that time. In March 1909, however, the following notice was issued by the Telegraph Department:—

INDIAN TELEGRAPH DEPARTMENT.

Notice.

From 1*st April* 1909, the conditions under which telegrams may be accepted without prepayment at Departmental

Telegraph Offices on the Deposit System of Accounts will be as follows :—

(i) Any person who may deposit a sum of money equivalent, approximately, to the average monthly cost of telegrams transmitted by him, may open an account with the Departmental Telegraph Office at which the deposit is made and transmit all classes of telegrams without prepayment from that office. This deposit will be refunded when it is desired to discontinue the system of sending telegrams without prepayment.

(ii) A commission at the rate of one rupee for every 25 messages sent without prepayment will be levied, with a minimum charge of Rs. 10 per annum. This sum of Rs. 10 must be paid when making the deposit referred to above.

(iii) At the end of each month a bill will be presented showing the net amount due on telegrams transmitted without prepayment during the month, which should be paid into the Telegraph Office concerned within three days of the presentation of the bill.

(iv) The account for commission will be submitted quarterly, and, if within the period covered by the annual or minimum charge, the account should show a balance against the party in account with the Telegraph Office, the amount will be recovered.

From the above it will be seen that the one per cent. commission previously levied was abolished, and in its place a charge of Rupee one for every 25 telegrams was made, subject to a minimum charge of Rs. 10 per annum.

The Committee in addressing the Government of India on the subject stated that they presumed that the former rating was abandoned, as the expense was found to be too great for public support, and contended that on examining the new scheme they considered it would also, for similar reasons, not be favourably received, as it tended to increase rather than decrease the expenditure of those who despatched a large number of telegrams. In the circumstances the Committee felt they were unable to approve of the charge made, more especially as they were generally against the levy of any fee on this deposit system ; but, if a charge was considered necessary to cover the cost of maintaining the deposit accounts, the Committee were of opinion that a fee of ¼ per cent. would be reasonable and would tend to attract public support to the scheme.

Government in reply stated that they were unable to regard the question whether or not a fee should be charged as one which was open to argument, as they considered the cost of keeping the deposit accounts must be defrayed by the persons or firms who made use of the deposit system, and the amount of the fee charged should be determined solely by the actual expenditure to which the Telegraph Department was put for this purpose. So far as they could ascertain, a fee of ¼ per cent. would be altogether insufficient to cover the cost of keeping the accounts and would also be open to objection on another ground. When the system by which the fee was levied was altered, the change was made not only in the belief that the cost to the senders of telegrams would thereby be diminished, but, also, because it was considered more equitable to the senders of telegrams to fix the fee according to the number of telegrams despatched rather than according to their value.

The cost to the Telegraph Department of keeping an account of any given number of telegrams was, Government contended,

the same whether the majority of the messages were expensive Foreign telegrams or cheap Inland telegrams. The Director-General of Telegraphs had placed figures before the Government of India which showed that during the quarter ending 30th September 1906, 2,455 telegrams were despatched from the Bombay office under the deposit system, of which the value was Rs. 16,106-5-0 and commission on which at 1 per cent. was Rs. 161-1-4. If the new system had been in force during that quarter, the amount realized on account of commission would have been only Rs. 98-3-2. Similarly in Calcutta the commission actually realized from 7,442 telegrams during the quarter ending the 31st December 1908 was Rs. 553-12-3, whereas under the new system the fees would have been only Rs. 297-10-11. The Government of India therefore believed that most firms would find the new system cheaper than the old.

In conclusion, the Government of India desired it to be understood that it was their wish to make the charge for deposit accounts as low as possible, provided that the Telegraph Department was recouped for its actual out-of-pocket expenses, and stated that the Director-General of Telegraphs would be requested to submit a special report when the new system had been in force for a year, and Government would then consider whether any reduction could be made in the charges. (*Appendix* **K-3.**)

CHARGES FOR RE-DIRECTION OF TELEGRAMS.

The following notification regarding the re-addressing or re-directing of Private telegrams was issued by the Telegraph Department in April 1909 :—

INDIAN TELEGRAPH DEPARTMENT.

NOTICE.

From 1st June 1909, the practice of re-addressing or re-directing Private telegrams free from one Telegraph Office

to another will be discontinued. If an Inland Private telegram is required to be re-directed to a second address in another town, the full Inland rate, according to the class of the telegram, Express or Ordinary, will be charged for the re-direction. For Foreign Private telegrams, the full Inland *Express* rate will be charged. No additional charge will be levied for re-direction, either of Inland or Foreign telegrams, if the two addresses are within the same town.

Telegrams can be re-directed to a second address, either by an official of the Telegraph Office, or by an Agent of the addressee. When official re-direction of telegrams is required, a notice to that effect must be given to the Telegraph Office concerned; printed forms for the purpose can be obtained from the local Telegraph Office. The person who gives notice is responsible for any charges that may be incurred. If the sum due has not been paid at the office where the telegram has been re-directed, the amount will be recovered from the addressee before delivery.

For ready reference the Inland rates are quoted below:—

Class.	Unit No. of words.	Unit rate.	Each additional word.	Address.
		R. a.	R. a.	
Express	12	1 0	0 2	Charged for.
Ordinary	12	0 6	0 ½	Ditto.

State telegrams, Inland or Foreign, will be re-directed without additional charge as hitherto.

REGISTERING ABBREVIATED TELEGRAPHIC ADDRESSES.

The attention of the Committee was called to this subject by several members and also by various Chambers and Trades

Associations throughout the country, all of whom strongly protested against the action of the Telegraph Department, in refusing to deliver telegrams to addressees, who were perfectly well-known to the local offices, unless such addressees registered abbreviated addresses.

The Committee were, however, of opinion that the request of Government that firms should register addresses, if they desired to receive telegrams under abbreviated addresses, was not an unreasonable one. They believed that the official intention was that the holder of an uncommon or well-known name should not receive preferential treatment; and considering the interests of the general public, the contention appeared to them to be fair. But the Committee were unanimous in opinion that the cost of registering addresses might be on a graduated scale according to number, or that at 2nd or 3rd class stations up-country a nominal fee of Rs. 2 or Rs. 3 might be charged.

The Committee in addressing Government advocated the above reduction of fees, and they begged that the position taken up by the Telegraph Department on the whole question of abbreviated addresses might be explained, as they felt that under no circumstances should a message remain undelivered.

It was felt that the public were still in considerable doubt as to what constituted "a sufficient address;" and they trusted that Government would give some indication of their interpretation of this phrase in case of non-registration.

They also desired to know if any orders had been issued to the effect that on no account was a telegram to be held back if an addressee could be found, and whether any action would be taken as regards the reduced cost of registration up-country?

The Government of India in their reply pointed out that the Telegraph Department could not discriminate between

particular firms, and that the principle must be maintained that either an abbreviated address must be registered, or, in the alternative, that the full name of the firm, or particulars of address or occupation should be given.

As regards the question of reduction of fees in the case of firms with places of business in several centres, it was pointed out that the sum of Rs. 10 was actually lower than that charged both in the United Kingdom and the Continent. It was therefore decided that the fee of Rs. 10 should remain in force when the number of addresses registered was 10 or under. But for the second 10 addresses, the fee would be Rs. 5; and that for any number of addresses over 20, the fee would be Rs. 3.

In the case of persons who did not regularly receive messages and who could not be expected to register an address, it was necessary that in large towns the name of the street and the number of the house should be given, or in the absence of such particulars, the profession of the addressee or any other relevant information. That, even in small towns, the name of the addressee should, as far as possible, be accompanied by additional particulars to guide the office of destination in effecting delivery.

Government further stated that orders had been issued enjoining the exercise of greater discretion in carrying out the new rules, and that in the small towns delivery would not be withheld of telegrams intended for persons about whose identity there could be no doubt; and that in the case of less well-known persons, if the address gave any indication of identity, besides the surname, reasonable endeavours would be made to deliver. And, lastly, that in the case of firms with registered addresses, delivery would be undertaken even if the address differed from that which had been registered. *(Appendix* K-4.*)*

ABBREVIATED EXPRESSIONS THAT MAY BE USED IN THE TEXT OF TELEGRAMS.

The following notice from the Telegraph Department is placed on record as it may be found useful for purposes of reference:—

"According to the former rules in the Indian Telegraph Guide, the abbreviations R.S.V.P., F.O.B., C.F.I., C.I.F., C.A.F., S.V.P., V.P.P., M.O., A.M. and P.M., only when written as *rsvp, fob, cfi, cif, caf, svp, vpp, mo, am* and *pm*, were accepted as single words; but, from **1st October 1909**, the rules have been altered to admit of abbreviated expressions, which are intelligible at the office of origin, to pass as single words in the *text* of telegrams at the rate of five characters, or fraction thereof, to a word.

"Specimens of commercial marks and recognized groups of letters, which may be accepted as abbreviated expressions, at the rate of five characters or fraction thereof to a word, are given below. The abbreviated expressions referred to will only be entitled to pass as groups of letters in the *text* of telegrams, and not in the *address*. For example, the expression which may pass as a single word in the *text*, when written as *Kcie*, should be written in the *address* as K.C.I.E., when it will be charged for as so many separate words.

"In order to pass as an abbreviated expression, the letters forming the expression should be written in a single group as *RMR* or *rmr* and not as R.M.R. or r.m.r. When the letters are written separately they will be charged for as so many separate words.

"Expressions such as O & RR (Oudh and Rohilkhand Railway) and E&OE (Errors and omissions excepted) cannot be admitted as single words as the insertion of the symbol '&' can only be counted and charged for as equivalent to the

separate word 'and.' Similarly the expression Cif, &c. (Cost Insurance, Freight, etc.) would be counted as two words, "&c." being counted separately being equivalent to 'etc.' or 'et cetera.'"

A further list of commercial marks and recognised groups of letters, which may be charged for as abbreviated expressions will be found in the *Appendix* K-5.

CLOSING OF TELEGRAPH OFFICES.

Under the re-organization scheme introduced in the Government Telegraph Department, the Government of India decided to only keep one or at most two Telegraph offices in large cities, open after midnight. This ruling was carried into force in Bombay from 10th January 1909, as an experiment, but several native merchants addressed the local Telegraph Superintendent and represented that the closing of the Pydhonie and Kalbadevi Telegraph Offices at midnight caused them great inconvenience, as the cotton market only closed at 1 a.m., the seed market at 11-39 p. m. and the silver market at 11. p. m.

The matter was referred to the Chamber by the Superintendent of Telegraphs who requested to be informed if the statement as regards the closing of the markets named was correct and why it was necessary to close them so late.

In reply the Committee informed the Superintendent that a good deal of business depended on telegraphic information from the United Kingdom and Foreign Countries, and as some of these messages did not arrive till a late hour, replies could not always be sent before midnight. They, therefore, considered that besides the General Telegraph Office, one other Telegraph Office in some central part of the Town, preferably at Pydhonie, should remain open for night work,

and suggested that this extra Office might, at first, as an experimental measure, be kept open only up to 2 a. m. (Standard Time), as they thought it possible that night work would not extend beyond that hour.

A reply was received to the effect that the Director-General of Telegraphs had been asked to allow the Pydhonie Office to be kept open until 2 a. m. as an experimental measure. (*Appendix* K-6.)

MIXED POSTAL AND TELEGRAPH SERVICE.

The following notice regarding the introduction of a Mixed Postal and Telegraph Service between India and the United Kingdom was issued by the Telegraph Department in June 1909:—

INDIAN TELEGRAPH DEPARTMENT.

Notice.

Arrangements having been made with the British Post Office for the introduction of a Mixed Postal and Telegraph Service between India and the United Kingdom, to commence from *1st July 1909.*

Communications intended for places in the United Kingdom may be telegraphed to *Bombay* for despatch by Registered post to London and telegraphed thence to destination. The charges for such communications will be:—

(1) The charge for the telegram in India at *Express* or *Ordinary* rates, according to the wishes of the Sender,

(2) One anna for postage, and

(3) The British Inland telegram rate of ½*d.*, or half an anna, per word, with a minimum of six pence, or six annas.

The communication should be addressed as shewn below:—

To

Mrs. Wilcox,

18, Goldspink Lane,

Newcastle *c/o Telegraphs, Bombay.*

Text.—Afraid my letter missed mail. Am quite well.

From—Wilcox.

The words "*c/o Telegraphs Bombay*" will be charged for on the Indian section. On arrival at Bombay, the Central Telegraph office will score out the words "*c/o Telegraphs Bombay*" and arrange to forward the telegram by post in a ***registered*** packet to the Central Telegraph office, London, from whence it will be telegraphed to its destination. The charges for the above telegram will be :—

	If sent as :—	
	Express.	Ordinary.
	Rs. A.	Rs. A.
(1) On Indian section—18 words (including the instruction "*c/o Telegraphs Bombay*"	1 12	0 9
(2) Postage (including registration) from Bombay to London ...	0 1	0 1
(3) On British section—15 words (excluding the instruction "*c/o Telegraphs Bombay*")	0 7½	0 7½
Total ...	2 4½	1 1½

The following are not admitted in the mixed postal and telegraph service :—

(*a*) Telegrams with Reply paid (Rule 92).

(*b*) Collated telegrams (Rule 102).

(*c*) Telegrams with Advice of delivery (Rule 105).

(*d*) Multiple telegrams (Rule 110).

(*e*) Telegrams for delivery by Express (Rule 114).

(*f*) Semaphoric telegrams (Rule 122).

Telegrams received at Bombay by Post from London, will be telegraphed from Bombay to their destinations in India with the remark "*Post London to Bombay*" inserted in the *Service Instructions* which will appear on the copy delivered to the Addressee.

All telegrams on the Mixed Postal and Telegraph Service should be written on the yellow coloured Foreign telegram forms.

QUARTER ANNA STAMPS.

SUGGESTED SUPERSCRIPTION FOR POSTAGE AND REVENUE.

It was brought to the notice of the Committee that on paying the **stamp duty of one anna** on Hundies payable at sight a practice prevailed of using indifferently a stamp of the value of one anna, or two of half anna or four of quarter anna each. The use on the last denomination appears however to be illegal as the Government Notification on the subject No. 5300, dated Simla, 21st September 1909, lays down that the adhesive stamp or stamps used to denote the duty of one anna shall bear the words "One anna" or "Half anna," but no mention is made of the "Quarter Anna" stamp. Further the One-anna and Half-anna stamps are superscribed for both revenue and postage, while the quarter anna is for postage alone. From the above it would appear that it was the intention of Government that the quarter anna stamp should not be used for revenue purposes, but owing to the fact that the half-anna stamp was allowed to be used to make up the one anna stamp duty, it was felt that the quarter anna stamp was frequently used, in ignorance of the law, for the same purpose.

The Committee therefore addressed Government in the matter and urged that to forbid the use of the quarter anna stamp for revenue purposes and thus lead ignorant traders to unconscious offences against the law was a hardship that should be remedied, and with this object in view they suggested that Rule 14 of the Stamp Act should be so amended as to include the quarter anna stamp, which should in future be superscribed for both revenue and postage.

The Government of India, to whom the matter was referred by the Local Government stated that when in 1905 unified postage and revenue stamps of the values of one anna and half anna were substituted for postage stamps of the same value the question whether similar action should not be taken in the case of quarter anna stamps also was fully considered. It was decided, however, that it would not be advisable to do so, and to this decision the Government of India adhered. The unification of the quarter anna stamp was not, in their opinion, necessary, for half anna and one anna stamps are available at all places where stamps of any other denomination can be procured. Further the use of these stamps for revenue purposes would, they considered, be extravagant, because several stamps would have to be used instead of one or two only. For these reasons the Government of India regretted that they were unable to accept the Chamber's suggestion. (*Appendix* L-1).

VALUE PAYABLE POST.

The Upper India Chamber of Commerce forwarded a copy of a representation, which they had submitted to the Director-General of the Post Office of India on the subject of the new regulations introduced for the payment to senders, of sums collected by the Post Office under the **Value Payable System.**

It was stated in the representation that, in order to avoid the conveyance of cash, heretofore, the Post Office had been in the habit of paying the proceeds recovered from the addressees by a consolidated cheque delivered at the residence or place of business of the payee against the latter's signature.

It had since been prescribed however that payees must sign a form of receipt presented by the postman, who would then return to the Post Office, and when the receipt was countersigned by the Post Master, payees would obtain payment in cash or currency notes at the Post Office.

The Value Payable System was, the Upper India Chamber argued, intended to be a convenience to trade, and the matter of its administration in the post had been so satisfactory to both sender and addressee that its popularity had steadily increased. Under the new system, its value to manufacturers and merchants would be very materially reduced.

The Committee, in reply, to the Upper India Chamber's letter stated that, from enquiries made, it appeared the change of procedure had been introduced to facilitate Post Office audit arrangements. It was understood that the Trades Association in Bombay had taken the matter up with the Local Government, and further information on the whole subject was awaited.

The Upper India Chamber were asked to furnish the Committee with a copy of the Director-General's reply to their representation, and were informed that if then any further action was necessary, the Committee would be glad to give the matter their best attention *(Appendix* L-2*)*.

RULES FOR THE PROTECTION OF INLAND STEAM VESSELS FROM DANGER BY EXPLOSION OR FIRE.

Through the courtesy of the Port Officer, Bombay, the Chamber was furnished with a copy of Government Notifica-

tion No. 78 of the 5th November 1909, proposing revised rules for the protection of inland steam vessels from danger by explosion or fire. The proposed rules were duly circulated among members interested. A copy will be found in *Appendix* **M-1.**

SURVEY OF CARGO BOATS.

The following copy of a notification regarding certain draft amendments to the Rules for licensing and regulating Cargo Boats plying within the limits of the Port of Bombay, was forwarded to the Chamber by the Port Officer, Bombay :—

MARINE DEPARTMENT.

Bombay Castle, 27th April 1909.

No. 36.—The following draft of certain amendments which, in exercise of the powers conferred by section 6, sub-section (*1*), clause (*k*), of the Indian Ports Act, 1908 (XV of 1908), it is proposed to make in the rules for licensing and regulating cargo boats, plying within the limits of the Port of Bombay, published in Government Notification in the Marine Department, No. 150, dated the 18th December 1902, as subsequently amended, is published as required by section 6, sub-section (*2*), of the said Act for the information of persons likely to be affected thereby, and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 1st day of June 1909.

(2) Any objection or suggestion which may be sent to the Secretary to Government, Marine Department, by any person with respect to the draft before the date fixed aforesaid will be considered by the Governor in Council.

Draft Amendments.

1. After Rule No. 20 of the said rules, the following shall be inserted, namely :—

"21. Barges built under the supervision of the Government Surveyor, and with scantlings in accordance with Lloyd's or other recognized rules for ships may, should the owner so desire it, have their freeboard determined, as though these vessels were sea-going vessels."

2. Rule No. 21 of the said rules shall be re-numbered Rule No. 22.

CERTIFIED COOKS ON BOARD STEAMERS.

(See *Report* 1908, *pp.* 71, 102, 344).

This question was raised in 1908 (see Report, pp. 71 and 344) when the Bombay Government, in reply to the Chamber's letter stated the matter had been referred to the Government of India.

Copies of letters from the Secretary of State, the Government of India and the Board of Trade have since been received through the Bombay Government, who asked to be favoured with the views of the Chamber on the suggestion made by the Board of Trade that as an alternative to the establishment of schools of cooking in India, **Lascar Cooks** should spend a certain time on shore, on arrival in the United Kingdom, in going through a course of instruction at an approved cooking school.

The Committee, in reply, stated they were not in favour of this alternative, as they thought the suggestion unworkable and also considered it would be an undeserved hardship on Indian Cooks who from boyhood upwards get a practical training at Sea in every successive grade of their profession.

After careful consideration of the whole subject, the Committee further stated that they supported the Shipping Master, Bombay, whose proposals, they were of opinion, if given effect to, would simplify matters and meet all the necessary requirements of the case. (*Appendix* M-2.)

CERTIFICATES OF COMPETENCY TO MASTERS AND MATES.

(See *Reports* 1893, *pp.* 194, 594; 1906, *pp.* 14, 188; 1908, *pp.* 70, 341).

A copy of Government Notification, dated 22nd February 1909, as also the Board of Trade Circular Notices Nos. 1475, 1476 of October 1909, making certain amendments in the Regulations for the **examination of Masters and Mates** in the Mercantile Marine was forwarded to the Chamber by the Port Officer, Bombay, and circulated among Shipping members for their information.

The Notifications are reproduced in *Appendix* M-3.

CERTIFICATES OF COMPETENCY TO ENGINEERS OF SEA-GOING STEAM-SHIPS.

(See *Report* 1896, *pp.* 89, 339.)

The following copy of a Government Notification regarding certain draft amendments to the rules regulating the granting of **certificates of competency to Engineers** of sea-going steam-ships, was forwarded to the Chamber, for information, by the Port Officer, Bombay:—

MARINE DEPARTMENT,

Bombay Castle, 20th April 1909.

No. 29.—The following draft of certain amendments which, in exercise of the powers conferred by section 36 of the Indian

Steam-ships Act, 1884 (VII of 1884), and with the previous sanction of the Governor-General in Council, it is proposed to make in the rules to regulate the granting of certificates of competency to engineers of sea-going steam-ships, published in Government Notification in the Marine Department, No. 113, dated the 11th September 1902, as subsequently amended, is published as required by section 42 of the said Act, for the information of persons likely to be affected thereby, and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 1st day of June 1909.

2. Any objection or suggestion which may be received from any person with respect to the draft before the date fixed as aforesaid will be considered by the Governor in Council.

Draft Amendments.

1. After No. 4 of the said rules, the following shall be inserted, namely :—

Penalty for misconduct.

"5. Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proof of two years' subsequent service and good conduct at sea, unless the President of the Board of Examiners, after having investigated the matter, should see fit to reduce the time."

2. Nos. 5 to 30 of the said Rules shall be re-numbered 6 to 31.

3. In clause (*l*) of No. 19 of the said Rules as so re-numbered for the words "and cube roots" the word "root" shall be substituted.

4. No. 31 of the said Rules shall be deleted.

5. In No. 32 of the said Rules—

(*a*) after the words "tug boats," where they first occur, the following shall be inserted, namely :—

"and in sea-going pilot vessels when on their station or when going to or returning from the same ;" and

(*b*) for the words "of tug boats," where they occur for the second time, the words "tug boats or pilot vessels" shall be substituted.

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COAST.

(See *Report*, 1908, *pp.* 69, 335).

Reference was made in the last report to certain **improvements to the waterways** leading to, and landing arrangements at, various ports **in the Harbour and along the Coast**, which had been suggested to Government by the Bombay Steam Navigation Company, Ld. Government in reply stated that as the initial and recurring cost of dredging operations would be very heavy, it was considered essential, in the first instance, that observations of the Sea currents and a complete survey of all the creeks should be made. The Director of the Royal Indian Marine had accordingly been requested to make arrangements for a survey of the Bankot creek by the Indian Marine Survey Party, which was working from Ratnagiri to Dabhol, and to furnish a report on the feasibility of carrying out the proposed improvements.

The Commissioner of Customs was asked to report on the most suitable type of Dredgers and the cost of maintaining two.

The Committee in thanking Government for their letter stated that they would be glad if Government would favour them from time to time with further information on receiving

the reports of the Director, Royal Indian Marine, and the Commissioner of Customs on the work in hand.

In a further letter from the Bombay Government, it was notified that the Director of the Royal Indian Marine had reported that an officer in charge, Marine Survey of India, had spent 9 days in sounding over the bar at the entrance to the Bankot Creek.

The soundings were reduced to the same datum as that used in the former survey of 1880, *viz*, ordinary Indian low water springs. The alteration of the bar and river entrances had been exceptionally small, and it was still possible to cross the bar with 9 feet, least water at low water springs.

Mariners had been notified in the usual way of the small alterations in the approach to and crossing of the bar, and the Director therefore considered further steps unnecessary on the part of the Marine Survey of India.

The Government of Bombay stated that, for the reasons given by the Director, Royal Indian Marine, the Governor in Council had come to the conclusion that it was not advisable to undertake dredging operations in the Bankot Creek. (*Appendix* **N**).

DAMAGE TO BAG CARGO.

The attention of the Committee was drawn by a member to the loss sustained by shippers through **leakage in bags** caused by rough handling when the bags (containing seeds, etc.,) are shipped for export. It was pointed out that the bags suffer seriously from abrasions caused by chains and rents produced by hooks, when they were being slung on the cranes. It was also stated that coolies working outside the ship, as well as those in the hold, caused further injury by the use of iron hooks when moving the bags about. The whole question was brought to the notice of the Port Trustees,

who referred the matter to the Dock Superintendent. The latter, in reporting on the subject stated that the principal offenders in regard to the use of hooks were the stevedores, whose coolies used very large hooks, not only to lift bags, but also to drag them from one end of the hold to the other. He further stated that he had specially addressed the Dock Contractors in the matter and warned them not to use hooks when handling bag-cargo, and he had also instructed the Dock Supervisors and Inspectors to stop coolies from using hooks. He suggested that the Chamber should address the vessels' Agents, requesting them to instruct their stevedores to prohibit the use of hooks in the holds, and to recommend the use of rope slings for all kinds of seeds. The Committee addressed the parties concerned, in accordance with the above recommendations. (*Appendix* O).

SAFETY CARTRIDGES.

IMPORTATION INTO BOMBAY.

It was brought to the notice of the Chamber that the regulations in force in Bombay governing the importation of **Safety Cartridges** made extension of business in this commodity unprofitable as far as this Port was concerned, as compared with Calcutta and other Indian Ports.

It would appear that these cartridges were sent out in P. & O. steamers on which apparently they were treated as ordinary cargo. The steamer arrived on Friday and frequently entered the Dock the same day. The Manifests were not received by the Importers till about 1 p.m. on Saturday, and the documents could not be passed through the Customs earlier than the Monday following. Even on Monday delivery could not always be taken, as the Importers had to wait till they got the necessary Customs Certificate signed by the purchasers up-country.

There was therefore necessarily a delay of some days during which the cartridges had to be stored somewhere. The Port Trust would not permit them to be placed in the Dock Sheds or unclaimed warehouse or the cleared (or duty paid) warehouses. The Importers, therefore, were obliged at considerable expense and trouble to take them to Sewri till all the formalities were complied with.

It was contended that as safety cartridges were treated as ordinary cargo not only by the P. & O. steamers, but also at other Indian Ports, they should be permitted to be stored in the Port Trust sheds, where only a small charge per case would be made, as in other ports, whereas at Sewri importers were compelled to pay an appreciably larger sum for ground rent six months in advance, and were also put to a great deal of other incidental expenses.

In drawing the attention of the Port Trustees to the above matter, the Committee enquired as to whether they proposed to build a separate shed in the new Docks for the storage of safety cartridges and other such hazardous goods, and also whether it was intended in the meantime to alter the system in vogue for charging land rent at Sewri six months in advance, instead of charging for the period the cartridges, etc., were actually stored on the ground.

The Port Trust, in reply, stated that the matter had been made the subject of full enquiry, and it had been found that in the circumstances pertaining at the Bombay Docks, the conditions under which safety cartridges were landed could not be relaxed, and further that it was not possible at the existing Docks to provide special accommodation for storage of hazardous goods, the restrictions pertaining to such storage accommodation rendering it impossible to allot the necessary space in the present Dock enclosure. The Trustees promised, however, to consider the question in connection

with the Alexandra Dock (under construction) with a view to provision of such accommodation, if possible, in or near to the Dock enclosure. They regretted, however, that it was not possible to make any change in the system of charge at the Sewri Magazines, as the present charge barely covered expenses. (*Appendix* **P-1.**)

STORAGE OF COAL AND TIMBER ON PORT TRUST PREMISES.

An enquiry was received from the Madras Chamber as to the practice prevailing in this port, with regard to the **storage of Coal and Timber on Port Trust premises,** and whether the Bombay Corporation levied any fees on the same?

In reply, the Committee stated that such fees were charged, whether the coal or timber was stored on Port Trust land or elsewhere. As the information regarding rates might be useful for future reference, it is published in full in *Appendix* **P-2.**

DISCHARGE OF NON-DANGEROUS PETROLEUM.

The following copy of a Government notification was forwarded to the Chamber, and was circulated among the Members interested, for their information :—

MARINE DEPARTMENT.

Bombay Castle, 14th October 1909.

No. 73.—In exercise of the powers conferred by section 6, sub-section (1), of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to direct that the following rule shall be added to the rules under the said Act for the control of bulk-oil vessels in the Port of Bombay, published

in Government Notification in the Marine Department, No. 100, dated the 13th October 1903 :—

11. The discharge of non-dangerous petroleum not being petroleum in bulk, alongside the wharf, will be permitted under the following regulations :—

(*a*) *After the discharge of petroleum in bulk is completed, any vessel requiring and having received, the permission of the Port Officer to discharge non-dangerous petroleum, not being petroleum in bulk, at the wharf shall be so moored to the satisfaction of the Port Officer, as to be safe for a limited number of lighters to be allowed alongside.*

(*b*) *Before commencing the discharge of such oil, the bulk-oil tanks of the vessel shall be closed and secured.*

(*c*) *The number of lighters to be allowed alongside at any one time will be at the discretion of the Port Officer but will in no case exceed two.*

(*d*) *No lights or fire in any form will be allowed on board the lighters while lying alongside.*

(*e*) *Lighters will not be allowed alongside while petroleum in bulk is being discharged.*

(*f*) *Permission to discharge non-dangerous petroleum, not being petroleum in bulk, at the wharf will not be granted if any other vessel requires the berth for the purpose of discharging petroleum in bulk.*

(*g*) *Vessels will not be permitted to coal or to take cargo on board while lying at the wharf.*

(*h*) *The Master of any vessel discharging under these rules will be held responsible for their due observance.*

PILFERING OF IMPORT PACKAGES.

(See *Report* 1906, *page* 85.)

This subject was again brought to the notice of the Chamber by the Native Piece-Goods Merchants' Association, who suggested a joint representation with them to the Port Trust.

In reply, the Committee stated that this matter had received their attention before in 1906, when the Port Trust authorities had explained that a careful enquiry had been made into complaints made by the Association, but that no satisfactory result was arrived at for want of reliable data as to particulars of the cases that had occurred. They further mentioned that at the suggestion of the Port Trust, the Committee addressed a circular letter at the time inviting the attention of all Piece-goods Importers, and asking their assistance in reporting all cases of shortage, etc., and giving full particulars of the ports at which the packages were shipped, marks the packages bore, and whether they were taken delivery of from transit sheds or warehouses.

With reference to the present letter from the Native Piece-goods Merchants' Association, the Committee remarked that, though complaints were true enough, they doubted whether the total value of goods so lost in twelve months was sufficient to justify an expensive system of control. They thought a suggested remedy was the absolute exclusion of the public from the warehouses, leaving the Port Trust to deliver the goods. This, however, would cause delay and increase the cost of delivery and such results would probably not suit the trade. They stated that the position as regards the sheds was more difficult; but when a steamer was discharging at night, it might be advisable to exclude from the sheds all those who were not directly interested in the work on hand.

The Committee further asked if the Association could suggest any other practical remedy, and whether recent instances

could be given and particulars furnished of packages that had been pilfered, as such information would help very considerably any regular enquiry that might be set on foot.

INCREASE OF TRUSTEES ON THE PORT TRUST BOARD.

(See *Report*, 1907, *pp.* 4, 131 ; 1908, *pp.* 75, 354.)

In the year 1907 the Bombay Government requested the views of the Chamber on a suggestion to make arrangements whereby the **Railways in Bombay** might be directly **represented on the Board of the Bombay Port Trust,** and the Chamber was asked "whether they would consider it necessary or advisable *for that purpose* to legislate with the object of increasing the number of members of the Trust." The Chamber understood that the proposed increase of the number of Trustees was solely for the purpose of enabling the Railways to be represented on the Board, and deeming such representation advisable, concurred in the slight increase of one member. As a preliminary step the Agent of the G. I. P. Railway was appointed to the Board in 1908 in place of the Secretary to Government, P. W. D., Railway Branch, on the abolition of that Office. In reply to a further letter from the Chamber recommending that the Agent of the B. B. & C. I. Railway should also be appointed to the Board, and suggesting the necessary legislation, the Bombay Government replied, on the 27th August 1908, that in this connection "steps are being taken to amend the Act with a view to the enlargement of the Board."

A Select Committee was subsequently appointed by Government to enquire into the matter, and they recommended that the Bombay Port Trust Act should be so amended as to provide seats for the Agents of the two Railways serving Bombay. This arrangement, however, the Select Committee

considered, would give the Railway interests a preponderance of representation on the Board and so in order to counteract such a result it was suggested that the number of Trustees should be raised to sixteen, one of the additional seats being given to an Indian Member who would represent interests which hitherto had no direct influence on the Board.

The Committee of the Chamber did not approve of the recommendation of the Select Committee nor of the proposed amendment. They thought there was no necessity to add more than one Railway member to the Trust, as they considered further increase would tend to delay and obstruct business. They considered that the Indian Mercantile Community were already sufficiently represented by the nomination of three Indian members.

At the second reading of the Bill the Government placed before the Council an amendment which, in the Chamber's opinion, radically altered the provision of the Bill as recommended by the Select Committee. This amendment was not a mere clerical amendment of the Bill as presented by the Select Committee. It was a most important and substantial amendment in three essential particulars, *viz* :—

(*a*) It altered the relative proportion of elective and nominee Trustees.

(*b*) It increased the number of Indian Trustees.

(*c*) It provided for the election of two Trustees, by a body or bodies, the identity of which was not specified, and as to the capability or appropriateness of which the Council had no opporunity of judging.

The amendment came upon the European members of the Council representing Mercantile interests as a complete surprise. No notice whatever of the amendment had been

given them, and they were consequently quite unprepared to discuss it. They therefore desired that time to consider it should be afforded to them, but they were over-ruled, and not only was the amendment carried against their opposition, but the Bill was there and then read for the third time and passed.

Both the Chairmen of the Bombay and Karachi Chambers strongly protested against this method of passing laws, but their protests were of no avail, and notwithstanding Rule 41, governing the conduct of business in the Council, the Bill was then passed.

It was therefore decided by the Committee of the Chamber to memorialise the Government of India, and therein to pray the Viceroy in Council to refuse assent to the passing of this Bill, or at least to so much of it as purports to amend the Bombay Port Trust Act.

Full particulars of the incident, together with a copy of the Memorial, will be found in *Appendix* Q.

WEATHER WORKING DAYS.

The following days were declared during the monsoon months of 1909 by the Committee of the Chamber to be non-weather working and half-weather working days, respectively, for steamers in the Docks :—

Tuesday	22nd June ...	Half Working day.
Monday	28th „ ...	Half Working day.
Thursday	1st July ...	Half Working day.
Monday	5th „ ...	Half Working day.
Tuesday	6th „ ...	Half Working day.
Wednesday	7th „ ...	Half Working day.

Thursday	8th	July	... Half Working day.
Friday	9th	„	... Half Working day.
Saturday	10th	„	... Half Working day.
Monday	12th	„	... Half Working day.
Tuesday	13th	„	... Half Working day.
Monday	26th	„	... Half Working day.
Friday	30th	„	... Non-Working day.
Saturday	31st	„	... Half Working day.
Monday	2nd	August	... Half Working day.
Monday	6th	Sept.	... Half Working day.
Tuesday	21st	„	... Half Working day.
Wednesday	22nd	„	... Half Working day.
Friday	24th	„	... Half Working day.

The following decisions were given by the Port Officer regarding non-weather and half-weather Working days in the Stream :—

Tuesday	22nd	June	... Half Working day.
Saturday	26th	„	... Half Working day.
Monday	28th	„	... Half Working day.
Thursday	8th	July	... Non-Working day.
Friday	9th	„	... Half Working day.
Monday	12th	„	... Half Working day.
Tuesday	13th	„	... Non-Working day.
Friday	30th	„	... Half Working day.

THE DEVELOPMENT OF BOMBAY CITY AND IMPROVEMENT OF COMMUNICATIONS IN THE ISLAND.

(See *Report* 1907, *pp.* 50, 278.)

On the 14th June 1909, the Governor in Council issued a resolution on this subject and formulated a policy which should govern the development for the next twenty years. A full text of this interesting resolution will be found in *Appendix* R.

REFUNDS OF TOWN DUTY.

(See *Report* 1908, *page* 85.)

Copies of the amended Rules in respect of payment of **Refund of Town duties** were submitted by the Municipal Commissioner during the year, and the Committee were invited to give their opinions in respect thereof, which were to be placed before the Sub-Committee appointed by the Standing Committee, for consideration.

The Committee of the Chamber, in reply, stated that in the new rules no mention was made of any arrangement for direct transhipment of goods without production of documents or levy of Town Duties (*See* Section B., Refunds, Rule IV, page 9 of old Rules). Attention was called to the above, as it would appear that the absence of this regulation would be a considerable hardship to such merchants as were interested in direct transhipments of goods from sea to rail or *vice versa*.

It was further added that great care would in future be necessary to avoid any delay to merchants when stamping at the Docks was being carried out.

In connection with this subject the Bombay Port Trust submitted a copy of their reply to the Municipal Commissioner for the information of the Chamber and the Committee concurred with the opinions expressed therein.

Copies of this correspondence will be found in *Appendix* S.

ABOLITION OF OCTROI.

(*See Report* 1907, *pp.* 77, 335.)

This question has been intermittently before the Chamber during the last two years, and it was decided in April 1908 to postpone giving any opinion until further information was available.

The matter was, however, again brought to the notice of the Committee by the Agra Trades Association in May 1909. The Committee after due consideration found they were still not in a position to give any definite opinions; but they informed the Association that they had for some time favoured and continually urged the abolition of octroi duties, though they recognised that until an equivalent taxation could satisfactorily be found, abolition would be impracticable, especially in inland towns whose income in many cases was mainly derived from this source.

The Committee, however, believed that the question of abolition had the sympathy of Local Governments and that as soon as a satisfactory solution was available, it would doubtless be taken up and dealt with. But in view of the fact that the whole question was being considered by a Special Committee appointed by the United Provinces Government, it was premature for this Chamber to give expression to any further opinion till the results of the deliberations of that Committee were made known.

THE NEW INDENT TERMS.

(See *Report*, 1908, *page* 87.)

This subject was dealt with in the 1908 Report; but in January 1909 the Committee received a communication from the Manchester Chamber covering new conditions of contract as modified by their Board of Directors. As requested by the latter, the revised conditions were forwarded on by the Committee to the Bombay Native Piece-Goods Merchants' Association for their information, but at the same time the Manchester Chamber were informed that the Committee were of opinion that the said conditions had arrived too late to have any tangible effect on the situation as a number of Importers had already made terms of their own with the Association.

As expected, in their reply, the Association expressed their inability to re-open the subject at this stage as the local Importing Firms had already given their consent to the Association's conditions.

IMPORTATION OF SKIMMED MILK INTO BOMBAY.

The question of the desirability of **marking certain classes of tinned foods** was brought to the notice of the Chamber during the early part of the year under review and received careful consideration.

In a letter to the Government of Bengal it was pointed out by the Chairman of the Calcutta Corporation that—

(1) condensed milk prepared from skimmed milk should be distinctly marked as such on each tin and that a caution should be affixed "not to be used as food for infants."

(2) all tins hermetically sealed, and containing meat, fish, vegetables or milk, intended for human consumption should bear the date on which each tin left the manufactory.

The Health Officer, Calcutta, stated that skimmed milk is made from milk from which the fat has been abstracted and there is frequently sugar added more or less as a substitute. Besides being a fraud on the public, such milk is injurious to the public health if sold as condensed pure milk.

In Cuba, the United States Government require the label on condensed skimmed milk to state that it is unfit for Infants' food and in South Africa an almost prohibitive duty is imposed apparently with the object of preventing such milk from being imported and used as food for infants. In Japan the Customs stamp all cases with the date of import.

It was ascertained on enquiry that the Collector of Customs, Bombay, had taken action under the Merchandise Marks Act and had given notice that "Condensed Skimmed Milk" must be marked as such to distinguish it from pure condensed milk. To demand the marking of dates on imported tinned foods, however, fresh legislation would be necessary.

The question is before the Bengal Government, and their decision is awaited with interest. (*Appendix* T.)

RUSSIAN COTTON FABRICS IN KAIN, PERSIA.

Through the courtesy of the Director General of Commercial Intelligence, the Chamber was favoured with samples of Cotton fabrics of Russian manufacture in demand in the province of Kain, and also patterns of Russian made Chintzes in demand at Kashgar, with an enquiry as to whether similar goods from India would find a market in those places. The samples were placed on view in the Chamber's rooms, and members were invited to inspect them there.

AGRICULTURAL CONFERENCE.

This Conference was held in the Council Hall at Poona on 29th and 30th September 1909, at which H. E. the Governor of Bombay presided.

The Annual Report of the Bombay Agricultural Department for the year ending 30th June 1909 was submitted for criticism and suggestions. On the 30th September visitors were shown over the College and Farm and matters of Agricultural interest were demonstrated in the laboratories and on the farm. The Chamber appointed Mr. T. J. Ward of Messrs. Ralli Brothers and Mr. J. Black of Messrs. Forbes, Forbes, Campbell & Co., Ltd., as its delegates on this occasion.

The Report of the above Conference is available for inspection in the Chamber's rooms.

REFERENCES TO THE CHAMBER.

Cut Copra in Bags.

In reply to an enquiry from a member the Committee stated that cut copra in bags pays freight per ton of 11 cwts. net weight, delivered at port of destination.

Port Trust Certificates of Weight.

The Committee in reply to a member stated that Port Trust certificates are recognised in Bombay as satisfactory evidence of weight, and that in the ordinary course of business no other official certificate is obtainable in Bombay.

Wiring and Sealing of Cases of Wines, etc.

In reply to an enquiry on this question the Committee stated that it was customary to wire and seal, or protect by means of steel clips, intact cases of wine which were sent up-country by rail, but it was not customary to charge for this, except if cases were sent up under a Custom's seal when a charge was made. They further stated that it was understood wines were only sent under Custom's seal to Cashmir.

Scale of Allowances on Cut and Damaged Greys and Whites.

An enquiry was received from a member as to whether the Chamber had any fixed scale of allowances payable on cut and damaged pieces in Greys and Whites.

In reply the Committee stated that this Chamber had no fixed scale and recognised no rule as to such allowances.

Discharge of Timber in Bombay.

(See *Report* 1908, *page* 124.)

In reply to a further reference from a member regarding the discharge of timber in the Docks, the Committee, after consulting the Dock Superintendent, stated that it was not usual for vessels to discharge logs or squares of timber overside in the Docks. The general practice of vessels bringing such cargoes was to discharge them in the stream, where the timber was rafted.

Occasionally, a vessel bringing rice or other cargo had a small number of teak squares from Burma, and to save time, permission was asked (and usually granted) to discharge them in Dock. No timber could however be rafted in Dock without special permission.

Squares or logs are very seldom discharged on the quay. Scantlings are discharged in Dock both overside into boats, and on the quays. Sometimes vessels, to save time, discharge scantlings both into boats and on the quay, and then load up boats from the scantlings discharged on the quay.

Sleepers are usually for the Railway Companies. If for the two large lines running into Bombay they are usually discharged into lighters belonging to those Companies, but are sometimes, to save time, dealt with by the ship in the same way as scantlings described above.

Sleepers for some of the other Railways are landed on the quay and loaded into wagons.

Goods sold but not delivered destroyed by fire.

An enquiry was received from certain members as to whether, in the event of destruction by fire of goods sold but not delivered, the sale contract was cancelled.

The Committee in replying stated that they understood the query to refer to the liability in Bombay, of a vendor in a case where goods, which he had tendered, were destroyed or damaged by fire before they had been taken delivery of by the buyer. So far as Imports were concerned, they were of opinion that there was, generally speaking, no liability on the vendor to make a second tender. In Exports, however, a contract, generally speaking, would not be cancelled unless the buyer had ear-marked or in some way identified or admitted the tender.

It was pointed out, however, that the above remarks are subject in all cases to the conditions of the contract and that, as they only bear upon the custom of the trade in Bombay, they are not necessarily correct from a legal point of view.

ADDRESS TO LORD MINTO.

A deputation, consisting of the following gentlemen: The Hon'ble Mr. C. H. Armstrong (Chairman), Mr. J. S. Wardlaw-Milne (Deputy Chairman), Messrs. J. N. Metaxa, R. G. Monteath, C. H. Wilson, J. Black, H. Uehlinger, and F. T. Rickards (members of Committee) and Mr. J. B. Leslie-Rogers (Secretary), attended Government House, Malabar Hill, on the 18th November 1909, for the purpose of presenting an address of welcome to H. E. the Viceroy on the occasion of his visit to Bombay.

The deputation were received by His Excellency in the Throne Room at 11 a.m., and the Chairman, after the usual presentations, proceeded to read the address. This touched on the Currency problem and the Gold Standard Reserve, Railway Extensions, Improvements in the Telegraphic service, City Improvement Trust's schemes to open up congested areas in Bombay, and the Port Trust extension works.

His Excellency in a sympathetic reply, among other things, remarked that he was a great believer in face to face discussions, and was of opinion that such interchanges of ideas between the members of the Imperial Government and the Chamber would not only elucidate matters of interest to Bombay but assist the commercial and financial policy of the Government of India.

Full texts of both His Excellency's reply and the Chamber's address will be found in *Appendix* U.

PUBLIC HOLIDAYS.

(See *Report*, 1908, *pp.* 116, 502.)

In May 1909 the Government of Bombay informed the Chamber that the Jain Graduates' Association had brought to the notice of Government that no holidays of the Jain community had up to that time been notified as public holidays under Section 25 of the Negotiable Instruments Act. The Association had represented that the following days in the Hindu Calendar should be notified :—

Kartik Sud 15
Chaitra Sud 15
Bhadarwa Sud 1
Bhadarwa Sud 4.

The last named holiday, which represents the Jain festival of Samvatsari, falls on the same day as the Hindu festival of Ganesh Chaturthi, which is usually observed as a holiday under the Act, and it was consequently suggested that the names of both these festivals should be coupled together in the official announcement of the holidays. Government pointed out the number of Bank Holidays ordinarily notified by Government every year was 21, besides New Year's Day,

Good Friday and Christmas Day, and the Association's proposal, if accepted in its entirety, would involve an addition of at least three to that number, but an increase in the total number of Bank Holidays appeared to Government undesirable. The opinion of the Chamber was, therefore, desired as to how far the claims of the Jains should be met by—

(1) creating new, i. e., additional public holidays under section 25 of the Negotiable Instruments Act; or

(2) substituting important Jain holidays for holidays of less importance now notified on account of religious festivals of other denominations. Government also intimated that they had already notified the following ten days as *sectional holidays* for the Jains in the year 1909:—

Chaitra Sud 15 ... 5th April.

Shrawan Vad 13 to Bhadarwa Sud 5 ... ... } 12th to 19th September.

Kartik Sud 15 ... 27th November.

The Committee, in reply, stated that they quite agreed with Government that an increase in the total number of Bank Holidays was not desirable, and, in answer to the two enquiries put forward, they intimated that they did not consider that any of the Bank Holidays, hitherto notified, should be passed over in future to make room for one or more of the Jain festivals proposed for Holidays by the Graduates' Association; and further from enquiries made it did not appear to the Committee that any material inconvenience was caused to the Jain Community by business being carried on, as usual, on their festival days.

The Committee approved of the suggestion that as the Jain festival of Samvatsari and the Hindu Ganesh Chaturthi fall on the same day, these two should be coupled together in the

official announcement of public holidays, and considered that in having already notified ten days as sectional holidays for Jains, Government had done all that could fairly be expected of them.

The Committee appointed annually by Government for the purpose of fixing the holidays for the ensuing year under the provisions of section 25 of the Negotiable Instruments Act met in the rooms of the Chamber on the 10th November 1909, and, in addition to the usual holidays, they recommended that Whit Monday should be added to the list, and also that an additional day should be given for Divali.

The Government of Bombay, however, only adopted the latter recommendation, and did not notify Whit Monday as a holiday. They, at the same time, included the Jain holiday of Pajusan (Bhadarva Sud 5th) in the list of public holidays although this day had not been recommended by the Holidays' Committee. (*Appendix* V.)

TRADE MARKS.

Proposed Registration in India.

(See *Reports*, 1903, *pp.* 44, 323 ; 1904 *pp.* 44, 392.)

In the early part of the year under review the Chamber were addressed by the Local Government on the subject of the **Registration of Trade Marks in India**. The question had been re-opened by the Association of Chambers of Commerce of the United Kingdom, who, in a memorial to the Secretary of State for India, expressed the opinion that the Commercial Community of India were rapidly coming round to the view that registration would be a beneficial thing. They were further of opinion that a system of trade marks registrations, similar to that in force in the United Kingdom should be

established in British India; but that having regard to the difficulty presented by the complexities of marks, the cotton classes should be excluded from such system of registration.

The Committee, in reply, stated that there was still complete unanimity in the opinion already expressed in previous correspondence; that the present provisions of the law for the protection of trade marks in India were adequate; and that regulations on the lines adopted in the United Kingdom were neither necessary nor desirable.

It was not felt that the Chamber's opinion could in any way be changed by the proposal to exclude cotton marks from the proposed registration, as an Indian Merchant's numerous stamps and tickets were for general use, and the objection that had previously been urged would apply equally, if registration of these was needed for articles other than cotton goods. (*Appendix* W.)

EXHIBITIONS.

FRANCO-BRITISH, 1908.

(See *Reports*, 1907, *p.* 108; 1908, *p.* 104.)

The Chamber have been awarded a diploma of honour for the series of typical samples of Indian Cotton that the Committee, in conjunction with the Directors of the Bombay Cotton Trade Association, forwarded to the Franco-British Exhibition in 1908.

Papers in connection with the following Exhibitions were received during the year, and were made available to members:—

Imperial International, London, 1909.
Japan-British, Shepherd's Bush, London, 1910.
United Provinces, Allahabad, 1910.
Fibre Congress and Exhibition, Sourabya, 1911.

DRAFT RULES GOVERNING THE GRANT OF MINING CONCESSIONS IN INDIA.

In October 1909 the Bombay Government submitted a draft copy of the above rules for the opinion of the Chamber.

In replying, the Committee stated that they also had before them a representation addressed to the Central Provinces Government by the Central Provinces and Berar Mining Association, and that this communication appeared to fairly traverse the main points in the draft rules. The Committee, therefore, whilst generally approving the suggestions of the Association desired to draw special attention to its remarks regarding :—

(*a*) Rule 8 (3) stipulating that a receipt should be given to the applicant at the time of submitting his application.

(*b*) Rule 9 (ii) advocating a lesser maximum fee than Re. 1 per acre on prospecting licenses.

(*c*) Rule 9 (iv) that a prospecting license should carry with it the right of entry to the ground.

(*d*) Rule 17, that priority of claim to land should be decided by the granting of a receipt stating date and hour of application.

(*e*) Rule 19, that no restrictions should be imposed as to shape of land so long as the total area taken up does not exceed the limit imposed by Government.

Lastly, as regards Rules 9 (i) and 22 (viii), the Committee suggested that some amendment, as regards a time limit, might be made to meet the views put forward by the said Association. (*Appendix* X).

LICENSES FOR GOLDSMITHS AND SILVERSMITHS.

The Upper India Chamber of Commerce asked for information regarding the regulations in force in Bombay amongst Members of these trades, especially concerning the standardization of the weights in use for buying and selling, the purity of the metals and the general conditions under which licenses (if issued) are granted. They stated that in Cawnpore the goldsmith and silversmith trades are under no restrictions whatever.

The Committee, in reply, stated that there were no regulations in force in Bombay, and no standardization existed of weights in use for buying and selling, neither are gold and silversmiths required to have a license to practise their trades.

In a further letter from the Upper India Chamber, it was stated that there was every reason to believe that malpractices both as regards weights and standards of purity of the metals are systematically resorted to in Cawnpore, and in fact such abuses are so widespread as to be almost universal.

Direct transactions between the artificer or dealer and the poorer and more ignorant sections of the population are so numerous in India as to make it appear desirable that some effective safeguards from the malpractices referred to should be provided for the public.

The suggestion was thrown out that perhaps the compulsory licensing of all artificers and dealers in precious metals and stones and the compulsory stamping of all weights employed in buying and selling would operate as a substantial protection to the public; and the writers asked whether this Chamber would be prepared to co-operate in bringing the matter to the notice of Government in this light.

In reply, the Committee stated that the malpractices referred to were not so much with weights as with the purity of the metals used in Indian jewellery, and in considering protective measures did not favour compulsory licensing as, besides being a troublesome measure to carry out, it would not be an effective remedy. The Committee thought indirect methods should be advocated, and suggested that some system of Hall marking should be established in suitable business centres.

The Hall marking to be optional, but as it would be generally announced that Hall marked jewellery could be purchased, the artificers and dealers would, in their own interests, hasten to comply with what was thought would be a growing demand on the part of the public for this class of goods.

The Committee also stated that while they were not prepared to make any definite proposals, they would be glad to consider any practicable scheme brought forward. (*Appendix* Y.)

COMMERCIAL INTERESTS OF WADHWAN CAMP.

It was brought to the notice of the Chamber that the Native States in the neighbourhood had lately introduced certain **fiscal changes** that were highly detrimental to the commercial interests of **Wadhwan Camp, Kathiawar.**

It was stated that Ginning and Pressing Mills had been erected in these States, and that in one case a monopoly of such mills had been granted to a foreign speculator, and that a penalty tax had been instituted, which practically compelled all cotton grown within these territories to be brought to the said State Mills, when the ryots, if allowed freedom of trade, might, as hitherto, have disposed of their produce with less trouble and expense and greater advantage to themselves at Wadhwan Camp. The arbitrary restrictions that

had been imposed were, it was contended, contrary to the principles of free trade, injurious to the ryots' interests, and detrimental to the well-being of the Wadhwan Camp, which had been especially established to develop and facilitate the trade of the surrounding Native States.

The Committee considered it necessary to address Government on the subject, and in their letter they pointed out that it could not be conducive to the development of a Native State—(*a*) to grant a practical monopoly of any industry to a foreign exploiter working in conjunction with the State; (*b*) to divert trade to unnatural channels; (*c*) to direct the procedure the ryots must follow to market their produce; (*d*) to impose penalty taxes on those who desired to trade outside the State; and (*e*) to prohibit the freedom of trade and thereby add to the cost of production and lessen the profit of the producer.

Further it was stated that such arbitrary action on the part of Native States, if not checked, would result in the loss of confidence, which would tend to withhold capital from such undertakings in future, and thereby hinder the industrial expansion of the country generally.

Government, in their reply, stated that the two Native States concerned enjoyed full powers; and that generally the fiscal arrangements of a Native State were a matter of internal economy, with regard to which it was not the policy of Government to interfere. Export duties in one form or another had been levied in many States of Kathiawar from time immemorial; and, though Government had never regarded these with approval, and had from time to time directed attention to the subject, they had in the course of negotiations confined themselves to attempts at persuasion, and had restrained from giving authoritative advice.

That as regards the Limbdi State, the Chief, while having an eye to his own profits, was undoubtedly working for the

commercial development of his State, and moreover the special measures adopted were of a temporary character devised to give a fair start to a young industry, and that it was believed the Chief contemplated the abolition of the special export duty. Therefore, in the circumstances, no interference with the State seemed called for.

Government further stated that the measures in the other State of Dhrangadra were also reported to be in the interests of the subjects of the State; but, as the rates charged for ginning were comparatively high, and there was a definite prohibition of export of cotton, which did not pass through the State press, the arrangements would form the subject of further discussion with its Chief. (*Appendix* **Z-1.**)

IMPORTATION OF CHOLERA FROM NASIK.

During the year the attention of the Chamber was drawn to the fact that **cholera** had been the most significant feature of the health returns of the City, entirely due, it was believed, to the influx of cases, fron Nasik, where an unusually large Hindu fair was held. It was, therefore, decided to address the Government of Bombay on the subject and ask that steps might be taken to avert this serious menace to the public health.

The Committee stated that from information received, it appeared the daily average of fatal cases of cholera steadily increased up to the end of August, and that almost the whole of the deaths that occurred in Bombay were probably the result of imported cases from Nasik.

It was a remarkable fact that whilst on 30th March 1909 there was only one case of cholera in Bombay; on the 6th April following the figure suddenly rose to 16, and of these, 15 were imported from Nasik. On 13th April there were

138 cases, of which 104 were traced to Nasik pilgrims. Further figures that were obtained seemed to show, moreover, that the subsequent increase of cholera in this city was due not solely to importation from Nasik but to actual infection among the residents of Bombay from such imported cases.

In his report of 5th May 1909, on measures for the suppression of cholera at Nasik, Major S. C. Evans states as follows:—

"From Nasik City, the disease spread all over the district. The limitations imposed by the incubation period of cholera and the slow rate of transit, possibly in bullock carts, was manifest in the thinning out of infection and the slow rate of spread beyond the distance of approximately 20 miles. Owing to the rapidity with which incubating patients can be carried for hundreds of miles, the case is different with places fed by Railway-borne traffic. This traffic is undoubtedly a very great danger to the country at large."

The Committee drew the special attention of Government to the question of the spread of infection by rail, as under existing conditions in Bombay an epidemic of cholera could assume disastrous proportions.

It was suggested that a quarantine camp might be established at the Fair itself, where all pilgrims should be compelled to remain during the period of incubation; and further that arrangements might be made to run special trains through to centres where pilgrims come from in large numbers. (*Appendix* Z-2.)

NUSHKI-SEISTAN TRADE ROUTE.

(See *Reports*, 1905, *pp.* 116, 450; 1908, *p.* 109.)

A synopsis of information relating to the Nushki-Seistan Trade Route was received from His Majesty's Consul at Kain

and Seistan during the year, which touched on the following points :—

Railway Terminus.

Railway Concessions.

Special Concessions for Persian Traders.

Routes and Distances.

Persian Customs.

Persian Passports.

Indian Customs Drawbacks.

Transport Arrangements on the Trade Route.

Nushki Contract.

Seistan Contract.

Agency at Koh Malik Siah.

Imperial Bank of Persia.

Full particulars will be found in *Appendix* Z-3.

THE HON'BLE MR. W. L. HARVEY.

A Special Meeting of the Committee with the Hon'ble Mr. Harvey was held in the rooms of the Chamber on 12th August 1909, when an informal discussion on the following subjects took place :—

1. Country of Origin on Imported Goods.
2. Abbreviated addresses for Inland Telegrams.
3. Additional Native Member on Port Trust Board.
4. Commercial Interests in Wadhwan Camp.
5. Muttra-Aligarh Railway Extension.
6. High Prices of Food-grains.
7. Half profits on coinage.

8. Natives adopting and trading under assumed names.
9. Cable rates for press messages (Is the reduction contemplated likely to delay the reduction of rates for commercial messages?).
10. Aden Taxes Petition.
11. Electricity Bill.

INTERNATIONAL TARIFF REVISION COMMITTEE YOKOHAMA.

A Committee, selected from the foreign business firms resident in Japan, has been formed in Yokohama under the above title. Its object is to watch the interests of the foreign traders in general and resident strangers, in connection with the revision of the **Customs Tariff of Japan**, consequent upon the expiry of the present Treaties in August 1911, notice of which has already been officially given by the Japanese authorities.

The Committee in question addressed this Chamber in April 1909, and drew attention to the fact that there was every indication that national sentiment favoured an increase in the Import Duties, tending especially towards shutting out foreign articles and substituting for them articles of native make. In the circumstances, it appeared to them of vital importance that foreigners interested in the Import trade of Japan should use all the means at their disposal to present in proper quarters their own interests and those of the countries to which they belong.

They, therefore, requested to be supplied with a statement showing the principal articles in respect of which an increase in the present scale of duty would be injurious to the trade in general.

The Committee of the Chamber in submitting to the Yokohama Committee a list of the principal exports from India to Japan asked to be informed whether duties on any of these articles were likely to be imposed or raised and particularly if the increased rate was likely to affect our exports. If such was felt to be the case, the Committee stated that they would not fail to take action. Attention was at the same time drawn to the fact that the duty paid on ordinary cotton yarn, *viz.*, 4·180 yen per 133 lbs., had had the effect of practically closing the Japan market to Bombay Spinnings.

PACKING GUTTED FISH.

A few copies of a Pamphlet by Captain Selling on "an improved and practical method of packing gutted fish" for transportation were received from the Director General of Commercial Intelligence and are available for inspection by such members of the Chamber as may be interested in the subject of Fisheries.

PROHIBITION OF THE EXPORT OF SKINS AND PLUMAGE OF WILD BIRDS FROM INDIA.

The Chamber was approached in May 1909 by the London Chamber of Commerce on behalf of a certain Section of the trade in London with a view to obtaining its support to repeal the law which prevented the export of feathers from India.

It was argued by the writers that the prohibition did not offer any protection to birds, which had still to be killed in enormous numbers by Indian cultivators to save crops from their supposed depredations and also for purposes of food. They further stated that the skins of all such slain birds now rotted in the fields, whereas without the prohibition these skins would be profitably exported. And lastly that it was only a mistaken enthusiasm for birds that prevented many

thousands of rupees being earned month by month by the collection of the aforesaid plumage by millions of natives who were starving for want of occupation.

To remedy this alleged deplorable state of affairs it was urged that the present Notification should be repealed, and that an enactment should be substituted imposing a close season all over India during the breeding time for any or all species and permitting the export of plumage and skins at all other times.

The Committee in reply addressed the London Chamber of Commerce and stated that they were unable to agree with the statements contained in the letter, which had evidently been made without a full knowledge of the conditions and needs of this country.

The prohibition, it was explained, was meant not only to prevent birds being exterminated, but also to prevent useful birds being reduced in numbers; and that this it was realised was better done by stopping the export of feathers than by instituting a close season, owing to the difficulties that would arise over proving whether the birds had been killed in the close season or not.

Further it was pointed out that the majority of the birds killed for their plumage were not grain feeders but insect eaters, and that it was a recognised fact that crops of all kinds were subjected to incalculable damage from insect pests, and that the combating of this evil was one of the greatest difficulties of the Indian Agriculturist. The principal natural enemies of these pests were the insectivorous birds, and yet these were the very species that had hitherto been relentlessly slaughtered for their plumage. It was also mentioned that it was absolutely erroneous to suppose that the Indian farmer had to kill countless numbers of birds annually to save his crops. He fully realized the benefit derived from birds generally and was as a rule a pure vegetarian, and therefore

did not kill birds either to protect his crops or for food. In fact the Indian population as a whole were strongly averse to the taking of animal life both on religious as well as economical grounds; and that it was believed the Hindus would gladly welcome a law which totally prohibited the killing of birds more especially for trade purposes.

The slaughter of birds for their plumage was usually undertaken by members of aboriginal wild tribes and by men from towns, all of whom had other means of livelihood, and as it has been shown that the Agriculturists, who formed the bulk of the population, were averse to taking life, the present law could not possibly be construed into a hardship to Indians who were alleged to be starving in millions because they were prevented from engaging in the plumage trade.

As regards the establishment of a close season, it was pointed out that various efforts had already been made in this direction to protect certain birds during the breeding season. These however while staying the hand of the law-abiding Europeans had little or no effect on the Natives, who continued the destruction of birds in and out of season, not, it must be noted, for the protection of crops or for food, but merely for what they could make out of the skins and feathers exported to foreign markets. Experience had shown that no close season by itself would be thoroughly effective in a vast continent like India, where distances were enormous, and proper supervision in such a matter almost an impossibility. The desired end had however been indirectly and more effectively obtained by altogether prohibiting the export of feathers from India.

In the circumstances and for the reasons given the Committee decided that they could not consistently support any motion which had for its object the repeal of the Indian Plumage Bill.

In connection with this question it is of interest to know that in March 1909 certain Merchants of Gujerat petitioned the Government of India through the Local Government praying for the modification of the orders issued in the Notification No. 5028, dated 19th September 1902, so as to enable them to export to England and other places outside British India the feathers of peacocks, cranes (egrets), and other wild birds which dropped their feathers in the course of nature.

The Government of India in reply stated that the above Notification was issued after an exhaustive enquiry, and it was deemed absolutely necessary, in order that a check might be applied to a traffic which had already resulted in the practical extermination of certain species of birds in India. There was ample evidence to show that peacocks in particular had, prior to the Notification, been ruthlessly slaughtered for their feathers, and in some places wholly exterminated. Further it was pointed out that if the orders in one particular locality such as Gujerat were relaxed, similar concessions in regard to other districts could not well be refused, and that it would be difficult if not impossible to prevent dealers from other places exporting feathers through a channel thus opened. In these circumstances the Government of India could make no relaxation in the rules prohibiting the export of all feathers from India.

Lord Morley, the Secretary of State for India, in considering the above orders of the Government of India, remarked that, "the trade in birds' skins and feathers resulted in an extensive slaughter of gaily plumaged birds likely to lead to their extermination, or in some cases in a pursuit carried out with special cruelty." That he "would not create an exception that might endanger the success of the whole measure," and therefore the memorialists' prayer could not be granted.

Again a somewhat similar petition to the one previously described was addressed on the 23rd September 1909 by certain native shippers and merchants of Bombay to the Local Government and forwarded by the latter to the Government of India. The proposals made, the arguments put forward, and in fact much of the wording, were practically the same as in the letter to this Chamber on 28th May 1909 by certain London traders. These petitioners were also definitely informed that the Government of India could not accede to their request. (*Appendix* Z-4.)

RAINFALL OF THE CALENDAR YEAR 1909.

The following table, in which the year is divided into the Meteorological seasons observed by the Meteorological Department, is compiled from the reports issued by that office in order to present, in condensed form, a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1908 to 31st May 1909.			From 1st June to 31st Oct. 1909.			From 1st Nov. to 31st Dec. 1909.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Area.	Bushire ..	..	..	....	..	..	..	..	..	..
	,, (30th)	7·51	12·03	−4·52	0·06	0·07	−0·01	3·06	5·03	+3·03
	Jask ..	2·12	4·29	−2·17	0·90	0·17	−0·17	4·81	1·27	+3·54
	Muscat ..	..	..	....	..	..	..	..	..	..
	,, (30th)	1·94	4·01	−2·07	0·00	0·41	−0·41	1·26	0·86	+0·40
Punjab.	Multan ..	..	..	....	4·80	5·37	−0·57	1·18	0·26	+0·92
	Rawalpindi ..	7·81	11·07	−3·26	27·66	22·91	+ 4·75	3·09	1·03	+2·06
	Lahore ..	4·17	4·56	−0·39	23·90	15·54	+ 8·36	2·51	0·45	+2·06
	Sirsa ..	3·72	2·78	+0·94	21·35	11·65	+9·71	1·44	0·32	+1·12
	Ambala ..	2·64	6·72	−4·08	27·13	26·24	+0·89	0·57	1·28	−0·71
	Delhi ..	6·95	4·01	+2·94	29·57	24·08	+5·49	1·53	0·54	+0·99
United Provinces.	Agra ..	5·20	2·17	+3·03	28·76	26·25	−2·49	1·23	0·40	+0·82
	Manipuri ..	2·34	3·29	−0·95	26·22	25·47	−1·55	0·59	0·65	−0·06
	Jhansi ..	..	..	....	27·99	36·32	− 8·33	1·11	0·37	+0·74
	Cawnpore ..	3·93	2·37	+1·56	33·90	33·57	+0·33	1·20	0·61	+0·59
	Allahabad ..	0·80	2·40	−1·60	27·99	38·33	−10·34	0·91	0·49	+0·45
Sind & Rajputana.	Jacobabad ..	0·80	1·27	+0·47	0·53	2·51	−2·02	0·09	0·20	−0·11
	Karachi ..	0·69	1·61	−0·92	5·68	6·65	−0·97	0·72	0·20	+0·52
	Ajmer ..	3·64	2·04	+1·60	24·56	19·77	+4·79	1·50	0·47	+1·03
	Jaipur ..	3·00	2·06	+0·94	22·10	23·99	−1·89	1·16	0·39	+0·77
	Kotah ..	2·69	1·72	+0·97	33·16	25·01	+8·17	0·48	0·38	+0·10

	STATIONS.	From 1st Nov. 1908 to 31st May 1909.			From 1st June to 31st Oct., 1909.			From 1st Nov. to 31st Dec. 1909.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India, West.	Bhuj ..	0·44	0·62	— 0·18	18·69	13·90	+4·79	..	0·19	—0·19
	Dwarka ..	0·12	..	....	26·47	..	....	0·45	..	..
	Veraval ..	0·00	0·71	— 0·71	21·53	17·53	+4·00	0·45	0·68	—0·23
	Rajkot ..	0·74	0·72	+ 0·02	26·91	27·40	— 0·49	0·58	0·37	+0·21
	Bhav'gar Para	2·31	0·82	+ 1·49	24·66	18·89	+ 5·77	1·02	0·54	+0·48
	Surat ..	0·06	0·43	— 0·37	52·78	43·60	+9·18	0·42	0·17	+0·25
	Ahmedabad ..	0·16	0·69	— 0·53	29·62	32·55	—2·93	0·05	0·45	—0·40
	Deesa ..	0·17	0·76	— 0·59	27·83	23·36	+4·47	0·05	0·23	—0·18
	Neemuch ..	1·22	1·43	— 0·21	22·42	28·64	—6·22	0·08	0·47	—0·39
	Indore ..	0·99	1·62	— 0·63	23·67	32·02	—9·35	0·08	0·54	—0·46
Central Provinces.	Jubbulpore ..	4·61	3·22	+ 1·39	37·42	55·89	—18·47	0·83	0·81	+0·02
	Saugor ..	3·34	2·97	+ 0·37	36·34	45·60	—9·26	0·60	1·03	—0·37
	Hoshangabad..	2·71	2·39	+ 0·32	33·41	49·49	—13·08	1·62	0·98	+0·64
	Khandwa ..	0·12	1·57	— 1·45	18·39	99·78	—11·39	0·00	0·66	+0·06
	Akola ..	1·68	2·85	— 1·17	24·12	31·31	—7·19	5·27	1·29	—3·98
	Amraoti ..	1·59	2·90	— 1·31	24·17	31·73	—7·56	4·31	1·16	+3·15
	Nagpur ..	7·17	3·78	+ 3·39	44·95	45·71	—0·76	5·04	1·29	+3·75
	Chanda ..	..	..	....	40·86	51·14	—10·28	1·02	1·30	—0·27
	Raipur ..	6·59	3·38	+ 3·21	38·50	47·27	—8·77	3·70	0·71	+1·99
Konkan.	Bombay ..	0·00	1·47	— 1·47	71·22	73·74	— 2·52	0·00	0·55	—0·55
	Ratnagiri ..	0·26	2·19	— 1·93	99·24	105·16	— 5·92	0·00	0·47	—0·47
	Marmugao ..	2·05	4·82	— 2·77	75·50	88·61	—13·11	0·40	1·16	—0·76
	Karwar ..	2·21	6·08	— 3·87	..	..	....	1·55	2·15	—0·60
Bombay Deccan and Hyderabad.	Malegaon ..	4·86	1·77	+ 3·09	16·73	23·31	— 5·58	0·32	0·76	—0·44
	Ahmednagar	3·29	3·03	+ 0·26	19·24	19·39	—0·15	0·02	1·09	—1·07
	Poona ..	2·48	3·40	— 0·92	23·00	24·49	—1·49	0·00	1·25	—1·25
	Sholapur ..	2·76	3·41	— 0·65	33·87	27·57	+6·30	0·65	1·62	—0·99
	Bijapur ..	0·62	4·43	— 3·81	16·74	20·15	— 3·41	0·41	1·28	—0·87
	Belgaum ..	2·48	6·77	— 4·31	41·04	43·36	— 2·32	1·87	1·88	—0·01
	Aurangabad ..	1·92	2·44	— 0·52	38·56	25·38	+13·18	1·00	0·83	+0·17
	Nizamabad (Indur).	0·90	3·21	— 2·31	..	..	....	0·03	0·71	—0·68
	Hyderabad ..	2·59	4·10	— 1·51	27·18	27·46	+0·28	..	1·65	—1·65
Malabar Coast and Ceylon.	Mangalore ..	29·72	11·56	+18·16	115·98	112·38	+ 3·60	1·49	3·10	—1·61
	Calicut ..	33·24	18·77	+14·47	91·69	96·34	—4·65	6·62	5·69	+0·93
	Cochin ..	19·42	20·06	—12·64	69·91	86·37	—16·46	10·46	7·91	+2·55
	Colombo ..	19·71	52·99	—33·28	38·95	36·58	+ 2·37	12·76	19·92	—7·16
Madras (excluding Malabar) and Mysore.	Masulipatam.	5·79	9·23	— 3·54	31·66	31·68	—0·02	0·00	7·08	—7·08
	Bellary ..	3·08	5·06	— 1·98	15·17	14·67	+0·50	0·36	2·08	—1·72
	Cuddapah ..	8·81	7·77	+ 1·04	37·13	24·93	+12·20	0·00	5·13	—5·13
	Madras ..	34·88	22·36	+12·52	38·58	28·03	—10·55	4·62	20·10	—15·48
	Bangalore ..	13·54	10·00	+3·54	25·60	25·06	+ 0·54	0·48	3·81	—3·33
	Coimbatore ..	10·00	9·60	+0·04	10·51	11·30	—0·79	2·83	4·51	—1·68
	Trichinopoly	15·38	14·32	+1·06	21·11	18·22	+2·89	2·54	7·85	—5·31
	Negapatam ..	15·19	33·42	— 18·23	20·30	22·14	—1·84	6·90	28·78	—21·88

COAL.

Imports of Coal into Bombay by Sea and Rail.—The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1903 to 1909 is printed for the information of Members:—

From	1903.	1904.	1905.	1906.	1907.	1908.	1909.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	168,780	149,243	121,374	173,608	167,355	124,353	233,822
Do. (State Railways)..	..	..	..	..	10,682	13,779	32,241
Australia (Private Owners)	15,943	18,347	6,259	13,961	16,254	103,996	41,141
Do. (State Railways) ..	..	..	..	..	...	2,627	3,346
Japan (Private Owners)..	11,022	24,834	28,302	3,367	2,581	..	10
Do. (State Railways)..	..	..	..	..	..	..	..
Other Ports (Private Owners)	..	..	..	645	8,952	56,611	34,324
Do. (State Railways)..	..	..	..	..	8,150	7,697	33,832
Calcutta (Private owners)	660,654	592,484	772,548	805,416	748,470	580,718	525.076
Do. (State Railways)	..	..	..	..	215,149	272,986	156,470
Total— By Sea ..	856,399	785,908	928,483	996,997	1,177,593	1,162,767	10,60,262
Total—By Rail ..	6,560	2,151	22,211	21,216	28,746	11,942 *	..
Grand Total ..	862,959	788,059	950,694	1,018,212	1,206,339	1,174,709 *	..

* Imports by Rail for the year 1909 are not available as Government have discontinued publishing Quarterly Rail-Borne Trade Returns of the Bombay Presidency.

N.B.—Imports of Coal by State Railways up to 1906 were not recorded.

WHEAT.

The undermentioned notes have been made from statistics published by the Commercial Intelligence Department of the Government of India.

The total area under wheat during the season 1908-09 stood at 25,836,800 acres which was 3,030,600 acres or 13·3 per cent. above the previous year's figures, but 2,299,500 acres or 8·2 per cent. below the average of the preceding five years. The total out-turn was estimated at 7,580,800 tons as compared with 6,104,200 tons for 1907-08, an increase of 1,476,600 tons or 24·2 per cent. It is, however, less than the average of the preceding five years by 1,184,200 tons or 13·5 per cent.

Punjab.—The total area sown in British Districts was reported to be 7,805,000 acres as compared with 7,187,300 acres, the previous year—an increase of 8·6 per cent.

The total out-turn was estimated at 2,723,100 tons or 22·5 per cent. more than the previous year, but 9·4 per cent. less than the quinquennial average. The Native States reported a total area of 1,079,000 acres and a gross outturn of 334,200 tons as compared with 1,084,500 acres and 265,700 tons the previous year. There was excessive rain before sowing and at harvest time, and too little during the period of growth. The latter defect was, however, very largely counteracted by the abundance of soil moisture left by the monsoon.

United Provinces.—The total area sown amounted to 5,674,700 acres compared 4,405,700 acres the previous year—an increase of nearly 29 per cent. Compared with the average of the preceding five years the area showed a decrease of some 21 per cent.

In the eastern half the Province, where harvesting operations began early in March, little or no damage to the grain was caused by the heavy rain that fell during the 3rd week of April, but in the western half where harvesting commenced about a month later some damage was done to the crop on the threshing floors. The total yield was estimated at 2,132,000 tons compared with 1,675,000 tons the previous year—an increase of 27 per cent.

Central Provinces and Berar—The total area sown was reported to be 2,780,800 acres as compared with 2,714,800 the previous year—an increase of 2·4 per cent.

The total yield was estimated at 693,500 tons as against 488,600 tons for the previous year—an increase of 42 per cent. Two Native States (Kairagarh and Rajnandgaon) reported a total area of 86,600 acres and an out-turn of 22,200 tons compared with 86,800 acres and 18,400 tons.

Bombay.—The British districts reported a total area of 1,116,400 acres compared with 1,262,400 acres the previous year—a decrease of 0·6 per cent. The Native States (including Baroda) reported 483,800 acres as against 415,300 acres the previous year—an increase of 16 per cent. The total yield was estimated at 357,800 tons (170,800 in British Districts and 187,000 in Native States) as compared with 336,200 tons the previous year—an increase of 6·4 per cent.

Bengal.—The total area sown was reported to be 1,255,200 acres compared with 1,003,100 acres the previous year an increase of 25 per cent.; but it fell short of the average of the previous five years by some 4 per cent. The yield was estimated at 319,800 tons against 299,200 tons the previous year—an increase of 7 per cent., but it was less than the average of the previous five years by nearly 24 per cent.

North-West Frontier Province.—The area sown amounted to 1,019,500 acres compared with 977,700 acres the previous year—an increase of 4·3 per cent. The total yield was estimated at 213,300 tons. This was the same as the previous year, but was about 25 per cent. less than the average of the preceding five years.

Sind.—The total area was reported to be 532,800 acres (32,400 in Native States) as compared with 447,500 acres (25,600 in Native States) the previous year—an increase of 19 per cent. attributed to favourable inundation. The crop, however, suffered from frost in January and yielded only a fair out-turn. The total yield was estimated at 129,900 tons against 113,300 tons the previous year—an increase of 14·6 per cent.

Eastern Bengal and Assam.—The total area was reported to be 77,100 acres compared with 92,800 acres the previous year—a decrease of 17 per cent. owing to extreme drought which prevailed before the sowing season. With the

exception of light showers in some localities, the drought continued during the period of growth with the result that the wheat was everywhere short in straw and light in the ear. The yield was estimated at 14,300 tons against 21,300 tons the previous year—a decrease of 33 per cent.

Central India.—The total area reported was 2,024,800 acres compared with 1,675,800 acres the previous year—an increase some 21 per cent. The yield was estimated at 392,600 tons against 268,800 tons the previous year—an increase of 46 per cent.

Hyderabad.—Reported 1,098,300 acres compared with 932,900 acres the previous year—an increase of 17·7 per cent. The yield was estimated at 71,600 tons as against 67,200 tons the previous year—an increase of 6·5 per cent.

Rajputana.—The area was reported to be 887,800 acres and the yield 198,400 tons as compared with 603,800 acres and 132,600 tons the previous year—the increase being 47 per cent. in area and 49·6 per cent. in yield.

Mysore.—Reported 1,600 acres and 200 tons compared with 2,600 acres and 600 tons the previous year.

The following figures show the total acreage and out-turn of wheat in each official year from 1884-85 to 1908-09 :—

Year.	Acres.	Out-turn in tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930

Year.	Acres.	Out-turn in tons.
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,864,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09*	25,836,800	7,580,800

* *Note.*—The figures for 1908-09 are subject to revision.

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 28 years are shown below:—

(1881-82 to 1908-09.)

Worst Years.			Best Years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1887-88 ...	676,908	5,56,23,733	1881-82 ...	995,050	8,62,00,618
1889-90 ...	690,110	5,79,26,147	1882-83 ...	709,688	6,08,88,136
1893-94 ...	607,842	5,19,39,850	1883-84 ...	1,050,070	8,89,58,112
1894-95 ...	344,506	2,56,62,468	1884-85 ...	792,494	6,31,60,182
1895-96 ...	500,208	3,91,43,765	1885-86 ...	1,053,446	8,00,53,311
1896-97 ...	95,531	83,64,498	1886-87 ...	1,113,181	8,62,59,856
1897-98 ...	119,630	1,34,11,515	1888-89 ...	880,570	7,52,32,794
1899-1900...	485,204	3,90,94,963	1890-91 ...	716,024	6,04,24,260
1900-01 ...	2,501	3,00,332	1891-92 ...	1,515,335	14,38,20,022
1901-02 ...	366,090	3,25,59,204	1892-93 ...	748,672	7,44,03,835
1902-03 ...	514,607	4,51,53,570	1898-99 ...	976,024	9,71,96,877
1908-09 ...	109,757	1,34,00,777	1903-04 ...	1,295,565	11,08,89,546
			1904-05 ...	2,150,025	17,90,60,692
			1905-06 ...	937,523	8,53,43,996
			1906-07 ...	801,445	7,25,44,650
			1907-08 ...	880,459	8,58,50,350

ESTIMATE OF THE WHEAT CROP OF THE SEASON 1908-09.

Share of each Province of Area and Yield for 1907-08 and 1908-09.

Province or State.	Area.			Yield.			Increase or Decrease in last and current year (1907-08 and 1908-09).			
	Average of previous 5 years ending 1906-07.	Of last year's crop, 1907-08.	Of current year's crop, 1908-09.	Average of previous 5 years ending 1906-07.	Of last year's crop, 1907-08.	Of current year's crop, 1908-09.	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay (including Native States) ...	1,836,500	1,677,700	1,600,200	412,556	336,200	357,800	— 77,500	4·61	+ 21,600	6·42
Central Provinces & Berar	3,306,200	2,714,800	2,780,800	818,610	488,600	693,500	+ 66,000	2·43	+ 204,900	41·93
Rajputana ...	895,100	603,800	887,800	199,041	132,600	198,400	+ 284,000	47·06	+ 65,800	49·62
Central India ...	1,933,100	1,675,800	2,024,800	488,219	268,800	392,600	+ 349,000	20·82	+ 123,800	46·05
Sind (including Native States) ...	548,800	447,500	532,800	157,352	113,300	129,900	+ 85,300	19·06	+ 16,600	14·65
Hyderabad ...	969,900	932,900	1,098,300	78,952	67,200	71,600	+ 165,400	17·72	+ 4,400	6·54
Total of Provinces and States supplying Bombay...	9,489,100	8,052,500	8,924,700	2,154,730	1,406,700	1,843,800	+ 872,200	10·83	+ 437,100	31·07
Punjab	8,029,000	(a)8,271,800	(a)8,884,000	3,004,475	a2,488,500	a3,057,300	+ 612,200	7·40	+ 568,800	22·85
N.-W. Frontier ...	974,000	977,700	1,019,500	277,838	213,200	213,300	+ 41,800	4·27	+ 100	·04
United Provinces of Agra and Oudh...	7,185,500	4,405,700	5,674,700	2,538,543	1,674,700	2,132,100	+1,269,000	28·80	+ 457,400	27·31
Bengal	1,311,200	1,003,100	1,255,200	475,220	299,200	319,800	+ 252,100	25·13	+ 20,600	6·88
Eastern Bengal and Assam ...	178,600	92,800	77,100		21,300	14,300	— 15,700	16·91	— 7,000	32·86
Mysore	4,600	2,600	1,600	488	600	200	— 1,000	38·46	— 400	66·66
GRAND TOTAL..	27,172,000	23,806,200	25,836,800	8,451,294	6,104,200	7,580,800	+3,030,600	13·28	+1,476,600	24·18

(a) Including Native States within provincial boundaries.

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The yield per acre is shown in the following statement:—

Provinces.	Acreage of previous 5 years.	Year* 1907-08.	Year 1908-09.
Bombay Proper	·224	·200	·223
Provinces supplying Bombay ...	·227	·174	·206
All India	·311	·267	·293

* Rectified.

The course of Retail Prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last eight years, and is here brought up to date:—

	SEERS (OF 80 TOLAS) TO THE RUPEE.			
	Punjab.	United Provinces.	Central Provinces.	Bombay.
March 1894	23·88	16·19	18·06	13·12
„ 1895	21·62	15·19	14·56	14·56
„ 1896	14·25	12·25	13·88	13·37
„ 1897	8·25	8·88	9·0	7·75
„ 1898	14·37	12·94	11·19	9·56
„ 1899	17·5	17·19	15·0	12·94
„ 1900	14·81	12·31	9·44	7·62
„ 1901	11·23	10·5	8·87	8·18
„ 1902	15·56	14·31	12·75	9·19
„ 1903	15·01	14·75	13·82	10·85
„ 1904	16·86	15·67	14·76	13·24
„ 1905	15·30	12·95	14·32	12·34
„ 1906	14·04	11·40	12·30	8·88
„ 1907	16·57	12·73	14·72	9·90
„ 1908	8·56	7·81	8·25	7·75
„ 1909	8·88	9·48	10·18	7·93
April 1909	8·91	9·86	9·64	7·85

EXPORTS.

The table below shows the Exports of Wheat from India to Europe in thousands of tons:—

From	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	Average, 1898-1907
Bombay ...	108	1	28	24	210	265	139	10	2	...	111
Karachi ...	694	110	933	657	925	1223	776	468	258	...	600
Calcutta ...	128	...	5	6	166	434	189	36	1	...	113
Total...	930	111	966	687	1301	1922	1104	514	261	...	824

COTTON.

Receipts of Cotton at Bombay during the twelve months ending 30th June 1909 aggregated 2,166,000 bales and were but slightly larger than those during the previous season (2,123,000 bales) and only a shade over the average of the preceding ten seasons (2,161,000 bales). The total for the past calendar year (2,622,000 bales), however, shows a considerable increase on 1908 (2,005,000 bales), and on the decennial average (2,206,000 bales)—the result of an abnormally large and early crop this season, and the fortuitous combination (for the Indian cultivator) of the most favourable conditions under which to market a crop, which has caused supplies from the earlier districts to be hurried into Bombay with quite an unprecedented rush.

The supplies reaching this Port last season from the Oomra districts (1,043,000 bales) were again considerably below the average, though nearly 100,000 bales above the 1907-08 returns. Of Dholleras we received 219,000 bales, very much the same as in the previous season; but Broach (192,000 bales) and Bengals (359,000 bales) both show decreases, *viz.*, of 17,000 and 48,000 bales respectively. A notable feature in the returns for the last two seasons is the marked increase in the supplies which have reached this market from the Compta and Dharwar districts, which in 1907-08 totalled 226,000 bales, and in the season now under review reached the record figure for these growths of 243,000 bales, as compared with an average in the preceding ten years of 125,000 bales.

The appended table gives in detail the Receipts at Bombay of the various growths in the past four seasons and calendar

years, together with the respective averages for the preceding decades :—

Receipts of Cotton into Bombay of each growth.
(000's omitted.)

Growths.	Seasons ending 30th June				Average 1897-98 to 1906-07.	Calendar years ending 31st Dec.				Average 1898 to 1907.
	1909-09.	1907-08.	1906-07.	1905-06.		1908.	1908.	1907.	1906.	
	F.P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P Bales.	F. P. Bales.	F. P. Bales.	F P. Bales	F. P. Bales.
Khandeish	307	181	358	445	395	395	202	321	406	398
Central India ..	111	69	134	156		126	69	135	147	
Barsee and Nugger..	129	135	248	168	149	193	115	249	158	151
Berar	341	317	470	509	675	412	299	451	458	690
Central Provinces ..	155	243	313	367		252	196	316	334	
Total Oomras..	1043	945	1,523	1,640	1,219	1,408	881	1,472	1,503	1,239
Dhollera	219	216	309	195	194	214	188	337	209	117
Broach	192	209	281	211	163	190	210	278	213	162
Compta & Dharwar..	243	226	167	126	125	160	227	227	97	122
Westerns	52	19	17	31	24	53	28	13	31	24
Bengal. N.-W. Provinces.	291	344	508	330	371	427	331	462	342	387
Bengal. Rajputana.	68	62	100	63		79	39	132	47	
Sind	35	45	15	35	38	48	45	10	27	38
Persian	3	2	3	2	5	6	2	3	3	4
Other sorts	20	54	26	80	23	17	54	23	26	23
Total..	2,166	2,123	2,949	2,663	2,161	2,622	2,005	2,956	2,498	2,206

Exports.—The aggregate shipments from the Port of Bombay during the season ending 30th June 1909 amounted to 1,366,000 bales, as compared with 1.185,000 bales in 1907-08 ; and in the calendar year ending 31st December 1909 to 1,450,000 bales as against 1,162,900 bales in the preceding twelve months—increases of 181,000 bales (15·27%) and 288,000 bales (24·78%) respectively. An analysis, with the aid of the accompanying table, of this increase reveals the fact that it was entirely due to the greatly improved demand from the Far East, the shipments to Japan and China being exactly 700,000 bales, or 292.000 bales (71·56%) more than in the previous season, and 216,000 bales (44·63%) more than the average of the preceding ten years, while they only fell short by 20,000 bales of the exceptionally large shipments in this direction during the season 1901-02. The off-take for both Great Britain and the Continent shows a shrinkage,

amounting to 88,000 bales for all Europe, or 12·03% as does also that for Indian Ports which dropped to exactly half of what it was in the preceding season, and to nearly a third of the 1906-07's figure. The consumption by the Local Mills is estimated to have been 1,099,000 bales—an increase of 20,000 bales.

Exports of Cotton and Mill Consumption.
(000's omitted.)

To—	Seasons ending 30th June				Average 1897-98 to 1906-07.	Calendar years ending 31st Dec.				Average, 1898 to 1907.
	1908-09.	1907-08.	1906-07.	1905-06.		1909.	1908.	1907.	1906.	
	F. P. Bales.	F. P. Bales.	P. P Bales.	F. P. Bales.	F. P. Bales.	F. P Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F· P. Bales.
Great Britain	22	28	65	53	41	34	27	57	53	41
Continent	621	703	1,104	964	638	639	633	1,069	937	661
Total Europe ..	643	731	1,169	1,017	679	* 673	‡ 660	1,126	990	702
China and Japan ..	700	408	680	445	484	748	468	648	465	486
Calcutta and Coast Ports	23	46	67	32	27	29	34	61	43	27
. Total Eastward ..	723	454	747	477	511	777	502	709	508	513
Total Exports	1,366	1,185	1,916	1,494	1,190	1,450	1,162	1,835	1,498	1,215
Mill Consumption ..	1,099	1,079	1,115	1.141	1,099	†1,099	†1,079	†1,315	†1,141	†948
Grand Total ..	2,465	2,264	3,031	2,635	2,289	2,549	2,241	2,950	2,639	2,163

* Excluding 2,265 bales exported to U. S of America. † Years ending 30th June.
‡ Do. 100 do. do. do.

An analysis of the foregoing returns for last season show that the supplies available at Bombay were distributed in the following proportions:—

Distribution.

Exported to Great Britain ...	·892
,, ,, Continent	25·192
,, ,, China and Japan ...	28·399
,, ,, Calcutta and Coast ...	·933
Total Exports	55·416
Mill Consumption	44·584
Total	100·000

The annexed table gives the clearances from Bombay to various European ports during the last two calendar years:—

Actual Clearances of Cotton from Bombay to different Ports in Europe during the Years 1908 and 1909.

To—	1909. 6 months ending 31st December.	1909. 6 months ending 30th June.	1909. Total for 12 months.	1908. 6 months ending 31st December.	1908. 6 months ending 30th June.	1908. Total for 12 months.	Increase or Decrease.	Percentage.
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	(a) 15,688	(h) 16,431	32,119	(A) 4,760	(J) 21,379	26,139	+ 5,980	22·87
London	(b) 524	350	874	(B) 1,071	(K) 2,653	3,724	− 2,850	76·53
Manchester ..	....	....	....	8	2	10	− 10	..
Hull	(c) 1,705	(i) 31	1,736	110	(L) 2,980	3,090	− 1,354	43·81
Marseilles	(d) 6,544	(j) 13,496	20,040	(C) 4,583	(M) 15,853	20,436	− 396	1·93
Havre	506	14,811	15,317	1,741	(N) 12,266	14,007	+ 1,310	9·35
Dunkirk	2,737	(k) 56,241	58,978	(D) 14,036	(P) 44,843	58,879	+ 99	·16
Antwerp	37,605	(l) 83,161	120,766	(E) 33,383	(R) 76,498	110,383	+ 10,383	9·40
Ghent	165	770	935	385	110	495	+ 440	88·88
Hamburg	(e) 28,670	(m) 84,374	113,044	(F) 43,441	88,919	132,360	− 19,316	14·59
Bremen	5,278	7,215	12,493	2,059	9,190	11,249	+ 1,244	11·05
Genoa	43,997	42,985	86,982	(G) 34,180	44,645	78,825	+ 8,157	10·34
Venice	(f) 16,935	(n) 29,812	46,747	24,313	(S) 33,120	57,433	− 10,686	18·60
Leghorn	100	450	550	198	200	398	+ 152	38·19
Naples	6,571	9,179	15,750	9,539	7,582	17,121	− 1,371	8·00
Catania	852	602	1,454	2,400	500	2,900	− 1,446	49·86
Ancona	1,628	1,436	3,064	496	500	996	+ 2,068	207·63
Barcelona	8,630	(p) 10,223	18,853	(H) 7,844	19,639	27,483	− 8,630	31·40
Malaga	....	....	....	....	900	900	− 900	....
Gijon	....	....	....	....	473	473	− 473	....
Lisbon	....	....	....	55	....	55	− 55	....
Christiania ..	....	50	50	109	....	109	− 59	54·12
Amsterdam	....	....	....	98	....	98	− 98	....
Rotterdam	....	100	100	....	....	....	+ 100	....
Trieste	55,964	(r) 54,679	110,643	22,340	(T) 58,394	80,734	+ 29,909	37·04
Fiume	(g) 3,658	2,312	5,970	2,553	2,207	4,760	+ 1,210	25·42
Stockholm ..	55	....	55	....	....	....	+ 55	....
Gothenburg ..	1,160	1,555	2,715	165	1,795	1,960	+ 755	38·52
Norkoping ..	55	330	385	330	300	630	− 245	38·88
Uddevalla	55	....	55	385	....	385	− 330	85·71
Malmo	1,050	1,222	2,272	420	1,100	1,520	+ 752	49·47
Warberg	....	....	....	220	400	620	− 620	....
Odessa	200	....	200	....	500	500	− 300	60·00
Riga	....	100	100	....	....	....	+ 100	....
St. Petersburgh ..	....	....	....	....	1,000	1,000	− 1,000	....
Syra	....	....	....	....	150	150	− 150	....
Total..	*240,332	431,915	672,247	†211,724	448,098	659,822	Net Increase 12,425=1·88	

* Excluding 2,365 Bales exported to U. S. of America (100 Boston, 2,165 New York).

† Do. 100 do. do. do. do. do. (Boston).

N.B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

1909.

(a) Including 169 for Sweden. (b) 300 France. (c) 63 London, 1,476 Sweden, 166 Norway. (d) 5,435 Spain. (e) 277 Sweden. (f) 300 Austria. (g) 320 Italy.

(h) Including, 100 for Spain. (i) For London. (j) 8,205 Spain, 221 Italy. (k) 1,059 United Kingdom, 385 Germany. (l) 440 Germany, 302, Norway, 330 France, 99 Holland. (m) 1,190 Sweden. (n) 250 France. (p) 100 Italy. (r) 440 Italy, 110 Germany.

1908.

(A) Including 146 for Spain. (B) For Russia. (C) 3,567. Spain. (D) 495 Germany, 110 United Kingdom. (E) 1,210 Germany. (F) 400 Sweden. (G) 50 Germany. (H) 219 Italy.

(J) Including 75 for Spain. (K) 228 Sweden, 1970 Russia, 101 Holland. (L) 2,730 Sweden, 250 Russia. (M) 10,156 Spain. (N) 116 Holland. (P) 440 United Kingdom, 487 Germany, 275 Sweden. (R) 660 Germany, 98 Holland. (S) 730 Austria. (T) 1,326 Italy.

Actual Clearances of Cotton from Bombay to each Country in Europe during the years ending 31st December 1908 and 1909.

Country of Destination.	1909.	1908.
	Bales.	Bales.
United Kingdom	33,577	26,942
France	79,910	77,682
Belgium	120,530	108,910
Holland	199	407
Spain	32,493	43,581
Portugal	.....	55
Italy	155,088	158,438
Sweden	8,594	8,748
Norway	518	109
Germany	125,005	146,111
Austria	116,033	84,898
Russia	300	4,791
Greece	.....	150
Total ...	* 672,247	† 659,822

* Excluding 2,265 Bales exported to U. S. of America.

† " 100 " " " "

Statement showing the total measurement of Bales and Miscellaneous Packages with Receipts, for the Year 1909.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1909	2,460,796	38,449 15 0	275,208	18,173 11 6	19	9 8 0	.....	869 7 0	2,736,023	57,502 9 6

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872 ...	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873..	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874.....	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875...	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876...	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877...	1,101,318	18,334	21,561	...	3,227
Do. 30th Nov. 1878...	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879...	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880...	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881...	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882...	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883...	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884...	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885...	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886...	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887...	1,845,446	35,953	20,017	15,916	...
Do. 31st Dec. 1888...	1,659,373	36,371	21,057	15,314	...
Do. 31st Dec. 1889...	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890 .	2,330,935	46,872	23,171	23,701	...
Do. 31st Dec. 1891...	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892...	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893...	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894...	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895...	1,679,335	34,921	21,546	13,375	...
Do. 31st Dec. 1896...	2,049,862	40,061	22,240	17,821	...
Do. 31st Dec. 1897..	1,746,610	33,956	22,484	11,472	...
Do. 31st Dec. 1898...	1,910,140	36,174	21,100	15,079	...
Do. 31st Dec. 1899...	2,132,663	41,684	21,041	20,643	...
Do. 31st Dec. 1900...	1,147,591	28,302	20,844	7,458	...
Do. 31st Dec. 1901...	2,947,198	45,497	21,918	23,579	...
Do. 31st Dec. 1902...	2,159,823	43,709	26,865	16,844	...
Do. 31st Dec. 1903...	2,664,171	52,577	31,522	21,055	...
Do. 31st Dec. 1904...	2,292,791	48,304	29,666	18,638	...
Do. 31st Dec. 1905...	2,534,599	52,060	31,427	20,633	...
Do. 31st Dec. 1906...	2,685,432	54,215	33,516	20,699	...
Do. 31st Dec. 1907...	2,976,312	60,171	37,054	23,117	...
Do. 31st Dec. 1908...	2,302,349	48,844	39,706	9,138	...
Do. 31st Dec. 1909...	2,736,023	57,502	38,310	19,192	...

BOMBAY CHAMBER OF COMMERCE.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1909.

RECEIPTS.	Amount. Rs. A. P.	Rs. A. P.	EXPENDITURE.	Amount. Rs. A. P.	Rs. A. P.
Balance on 31st December 1908		95,892 9 11	Office rent	4,376 8 0	
Subscriptions	19,434 0 0		Printing—		
Publications	19,838 13 6		Annual Report, 1908, and other Miscellaneous Papers	3,120 2 0	
Measurement Fee Account.			Advertisements	434 12 0	
Rs. a. p.			Newspapers and Books	1,160 11 0	
Measurement Fee Receipts.... 87,502 9 6			Office Salaries (Chamber's, Head Office and Statistical Department, Millowners' and Cotton Trade Associations), Postage and Receipt Stamps, Petty Charges, &c.	44,738 4 7	
Rs. a. p.			Telegrams, Stationery, and cost of Weather and Crop Reports	2,948 13 5	
Less—Salaries to Measurers, Sepoys, etc. 28,310 2 3 —Contribution to the Chamber's Establishment . 10,000 0 0			Printing Daily and Weekly Trade Returns, Manifests and other Statistics, and Contributions to the G. I. P. and B. B. & C. I. Railways	21,606 10 0	
38,310 2 3	19,192 7 3		Auditors' Fee for the year ending 31st December 1909	150 0 0	
Interest on Fixed Deposits	4,041 3 3		Telephone Rent from 1st March 1909 to 28th February 1910	200 0 0	
Miscellaneous Receipts for copies of Tonnage Scale, &c.	485 8 10		Law charges	636 12 0	
Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0		Contribution, Interest, &c., paid to Provident Fund	2,389 15 0	
Contribution from the Bombay Cotton Trade Association, Ld.	6,412 8 0				81,762
Contribution from the Bombay Millowners' Association	7,412 8 0				
Balance of Receipts over Expenditure on Arbitration Fees	430 0 0				
		87,246 11 10			

			Funds of the Chamber as under :—			
			Fixed deposit receipts of the Chartered Bank for 1 year at 4 per cent.		56,500 0 0	
			Do. Mercantile Bank of India, Ld., for 1 year at 4 per cent.....		13,500 0 0	
			Do. National Bank of India, Ld., for 1 year at 4 per cent.		31,000 0 0	
			Bank of Bombay Current Deposit Accounts—	Rs. a. p.		
			Balance of Chamber's Current Accounts	2,151 10 8		
			Less amount due to the Late Mr. C. J. Michael's Family Fund	354 6 0	1,797 4 8	
			Cash in hand		670 9 6	
					1,03,467 13 9	
			Less—Cost of Weather and Crop Reports, Auditor's Fee, &c.		2,091 0 0	
			Net Balance to carry forward ..		....	1,01,376 13 9
Total Rs. ..	....	1,83,139 5 9	Total Rs.		....	1,83,139 5 9

Examined and found correct.

BOMBAY, 20*th January* 1910.

A. F. FERGUSON & Co.,
Chartered Accountants.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

STATEMENT OF ACCOUNTS from 1st January to 31st December 1909.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1908	....	9,738 2 7	Claims paid to members of the Staff..	.....	1,153 15 11
Subscriptions paid by the members of the staff	.. ..	2,844 7 1	Balance as under—		
Contribution paid—					
By the Chamber of Commerce	2,207 7 1		City of Bombay Improvement Trust		
,, ,, Millowners' Association.....	384 0 0		Bonds at 4 per cent. for Rs. 9,500—cost	9,340 0 0	
,, ,, Cotton Trade Association	253 0 0		Port Trust Bonds at 4 per cent. for		
		2,844 7 1	Rs. 3,000—cost	2,992 8 0	
Interest	....	451 5 5	Cash in the Bank of Bombay	2,908 6 1	
Forfeitures	575 7 10				15,240 14 1
Less—Expenses	54 0 0				
		521 7 10			
Total Rs. ..	....	16,394 14 0	Total Rs. ..	....	16,394 14 0

Examined and found correct.

BOMBAY, 20*th January* 1910.

A. F. FERGUSON & Co.,

Chartered Accountants.

THE BOMBAY CHAMBER OF COMMERCE.

THE LATE MR. C. J. MICHAEL'S FAMILY FUND.

Statement of Accounts made up to 31st December 1909.

RECEIPTS.	Rs. a. p.	Rs. a. p.	EXPENDITURE.	Rs. a. p.	Rs. a. p.
Balance on 31st December 1908	....	21,960 0 0	Monthly allowance paid to Mrs. Annie Michael.....	2,955 0 0	
Interest on Fixed Deposits	....	829 6 0	Tuition and Board fees of Master Cyril Michael.....	480 0 0	
			Balance as under :—		3,435 0 0
			Fixed Deposit Receipt of the Bank of Bombay for 1 year at 4 per cent.	18,000 0 0	
			Do. do. for 6 months at 2½ per cent.....	1,000 0 0	
			Cash with the Chamber of Commerce.....	354 6 0	
					19,354 6 0
Total Rs. ..	....	22,789 6 0	Total Rs. ..	....	22,789 6 0

Examined and found correct.

BOMBAY, *20th January* 1910.

A. F. FERGUSON & Co.,
Chartered Accountants.

APPENDIX A.

LEGISLATIVE COUNCILS OF THE GOVERNOR-GENERAL OF INDIA AND THE GOVERNOR OF BOMBAY.

CHAMBERS' REPRESENTATIVES.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

The 15th November 1909.

No. 14.—In exercise of the power conferred by section 6 of the Indian Councils Act, 1909 (9 Edw. 7, ch. 4), the Governor General in Council has, with the approval of the Secretary of State for India in Council, made the following Regulations for the nomination and election of Additional Members of the Legislative Council of the Governor General of India :

REGULATIONS FOR THE NOMINATION AND ELECTION OF ADDITIONAL MEMBERS OF THE LEGISLATIVE COUNCIL OF THE GOVERNOR GENERAL.

Number of Members.

1. The Additional Members of the Legislative Council of the Governor General shall ordinarily be sixty in number and shall consist of—

A.—Members elected by the classes specified in Regulation II, who shall not be less than twenty-five in number ; and

B.—Members nominated by the Governor General, who shall not exceed thirty-five in number, and of whom—

(*a*) not more than twenty-eight may be officials and

(*b*) three shall be non-official persons to be selected—

(i) one from the Indian commercial community,

(ii) one from the Muhammadan community in the Punjab; and

(iii) one from the landholders in the Punjab :

Provided that it shall not be lawful for the Governor General to nominate so many non-official persons under these Regulations that the majority of all the Members of the Council shall be non-officials.

Elected Members.

II. The twenty-five elected Members specified in Regulation I shall be elected as follows, namely:—

(i) By the non-official Additional Members of the Council of the Governor of Fort St. George... 2 Members.

(ii) By the non-official Additional Members of the Council of the Governor of Bombay ... ... 2 Members.

(iii) By the non-official Members of the Council of the Lieutenant-Governor of Bengal ... ... 2 Members.

(iv) By the non-official Members of the Council of the Lieutenant-Governor of the United Provinces of Agra and Oudh ... ... 2 Members.

(v) By the non-official Members of the Council of the Lieutenant-Governor of the Punjab ... 1 Member.

(vi) By the non-official Members of the Council of the Lieutenant-Governor of Eastern Bengal and Assam... ... ... 1 Member.

(vii) By the non-official Members of the Council of the Lieutenant-Governor of Burma ... ... 1 Member.

(viii) By the District Councils and Municipal Committees in the Central Provinces ... ... 1 Member.

(ix) By Landholders in the Presidency of Fort St. George ... ... 1 Member.

(x) By the Landholders in the Presidency of Bombay ... ... 1 Member.

(xi) By Landholders in Bengal ... ... 1 Member.

(xii) By Landholders in the United Provinces of Agra and Oudh ... ... 1 Member.

(xiii) By Landholders in Eastern Bengal and Assam. 1 Member.

(xiv) By Landholders in the Central Provinces ... 1 Member.

(xv) By the Muhammadan community in the Presidency of Fort St. George ... ... 1 Member.

(xvi) By the Muhammadan community in the Presidency of Bombay ... ... 1 Member.

(xvii) By the Muhammadan community in Bengal ... 1 Member.

(xviii) By the Muhammadan community in the United Provinces of Agra and Oudh ... ... 1 Member.

(xix) By the Muhammadan community in Eastern Bengal and Assam ... ... 1 Member.

(xx) By the Bengal Chamber of Commerce ... 1 Member.

(xxi) By the Bombay Chamber of Commerce ... 1 Member.

Provided that in the case of the second, fourth and succeeding alternate elections by the classes specified in sub-heads (xii) and (xiii) a second Member shall be elected by the Muhammadan members of each of the said classes.

Explanation.—The expression "alternate elections" shall not be deemed to include elections to fill casual vacancies.

Electorates and electoral procedures.

III. The election of the Members specified in Regulation II shall be effected by the electorates and in accordance with the procedures respectively prescribed in the Schedules to these Regulations.

Ineligible candidates.

IV. No person shall be eligible for election as a Member of the Council if such person—

(*a*) is not a British subject, or

(*b*) is a female, or

(*c*) has been adjudged by a competent Civil Court to be of unsound mind, or

(*d*) is under twenty-five years of age, or

(*e*) is an uncertificated bankrupt or an undischarged insolvent, or

(*f*) has been dismissed from the Government service, or

(*g*) has been sentenced by a Criminal Court to imprisonment for an offence punishable with imprisonment for a term exceeding six months, or to transportation, or has been ordered to find security for good behaviour under the Code of Criminal Procedure, such sentence or order not having subsequently been reversed or remitted, or the offender pardoned, or

(*h*) has been debarred from practising as a legal practitioner by order of any competent authority, or

(*i*) has been declared by the Governor General in Council to be of such reputation and antecedents that his election would, in the opinion of the Governor General in Council, be contrary to the public interest :

Provided that in cases (*f*), (*g*), (*h*) and (*i*) the disqualification may be removed by an order of the Governor General in Council in this behalf.

Qualifications of candidates.

V. No person shall be eligible for election under any sub-head of Regulation II, unless he possesses the qualifications prescribed for candidates in the Schedule regulating elections under that sub-head.

Disqualifications of voters.

VI. No person shall be qualified to vote at any election held under these Regulation if such person—

(*a*) is a female, or

(*b*) is a minor, or

(*c*) has been adjudged by a competent Civil Court to be of unsound mind.

Oath of office.

VII. Every person, who is elected or nominated under these Regulations to be a Member of Council, shall before taking his seat make, at a meeting of the Council, an oath of affirmation of his allegiance to the Crown, in the following form, namely:—

"I, A. B., having been $\frac{\text{elected}}{\text{nominated}}$ an Additional Member of the Legislative Council of the Governor General, do solemnly swear (or affirm) that I will be faithful and bear true allegiance to his Majesty the King, Emperor of India, His heirs and successors, and that I will faithfully discharge the duty of the office upon which I am about to enter."

Power to declare seats vacant.

VIII. (1) If any person,—

(*a*) not being eligible for election, is elected, under these Regulations, or,

(*b*) having been elected or nominated, subsequently becomes subject to any of the disabilities stated in clause (*c*), (*e*), (*f*), (*g*) or (*h*) of Regulation IV, or fails to make the oath or

affirmation prescribed by Regulation VII within such time as the Governor General in Council considers reasonable.

the Governor General shall, by notification in the *Gazette of India*, declare his election or nomination to be void or his seat to be vacant.

(2) When any such declaration is made, the Governor General shall, by notification as aforesaid, call upon the electorate concerned to elect another person within such time as may be prescribed by such notification, or shall nominate another person, as the case may be.

(3) If any person elected at such fresh election is not eligible for election, the Governor General may nominate any person who is eligible for election by the electorate concerned.

Candidates elected by several electorates.

IX. (1) If any person is elected by more than one electorate, he shall, by notice in writing, signed by him and delivered to the Secretary to the Government of India in the Legislative Department, within seven days from the date of the publication of the result of such elections in the *Gazette of India*, choose, or in his default the Governor General shall declare, for which of these electorates he shall serve and the choice or declaration shall be conclusive.

(2) When any such choice or declaration has been made, the votes recorded for such person in any electorate for which he is not to serve shall be deemed not to have been given, and the candidate, if any, who, except for the said votes, would have been declared elected for such electorate, shall be deemed to have been duly elected for the same.

Term of office.

X. (1) Save as provided in clause (2) and subject to the provisions of Regulation XVIII, the term of office of an Additional Member shall be three years from the date of his election or nomination, as the case may be:

Provided that official Members and Members nominated as being persons who have expert knowledge of subjects connected with proposed or pending legislation shall hold office for three years or such shorter period as the Governor General may at the time of nomination determine.

(2) A Member elected or nominated to fill a casual vacancy occurring by reason of absence from India, inability to attend to duty, death, acceptance of office or resignation duly accepted, or otherwise, or a Member nominated on failure of an electorate to elect an eligible person, shall hold office so long as the Member whose place he fills would have been entitled to hold office if the vacancy had not occurred.

Vacancies.

XI. (1) When a vacancy occurs in the case of a Member who represents any interest specified in Regulation II, or at any time within three months of the date when such a vacancy will occur in the ordinary course of events, the Governor General shall, by notification as aforesaid, call upon the electorate concerned to elect a person for the purpose of filling the vacancy within such time as may be prescribed by such notification.

(2) When a vacancy occurs in the case of a nominated Member, the Governor General may nominate any person to the vacancy:

Provided that when a casual vacancy occurs—

(*a*) in the case of an elected Member, the election shall always be made by the same electorate as that which elected the Member whose place is to be filled and shall be subject to the same conditions in respect of eligibility of candidates for nomination as those which governed the election of such Member, and

(*b*) in the case of a Member nominated as representing any class specified in Regulation I, sub-head B, clause (*b*), the person nominated shall be selected from the same class.

Failure to elect.

XII. If within the time prescribed by a notification issued under Regulation VIII, clause (2), or Regulation XI, clause (1), the electorate concerned fails to elect, the Governor General may nominate at his discretion any person who is eligible for election by such electorate.

Quorum.

XIII. The power of making laws and regulations or of transacting other business vested in the Legislative Council of the Governor General shall be exercised only at meetings at which—

(*a*) the Governor General, or

(*b*) the President nominated by the Governor General in Council under section 6 of the Indian Councils Act, 1861, or

(*c*) the Vice-President appointed by the Governor General under section 4 of the Indian Councils Act, 1909, or,

(*d*) in the case of the discussions referred to in section 5 of the Indian Councils Act, 1909, a Member appointed to preside in pursuance of a rule made under that section,

and fifteen or more Members, of the Council, of whom eight at least shall be Additional Members, are present.

Corrupt practices.

XIV. (1) No election shall be valid if any corrupt practice is committed in connection therewith by the candidate elected.

(2) A person shall be deemed to commit a corrupt practice within the meaning of these Regulations—

(i) who, with a view to inducing any voter to give or to refrain from giving a vote in favour of any candidate, offers or gives any money or valuable consideration, or holds out any promise of individual profit, or holds out any threat of injury, to any person ; or

(ii) who gives, procures or abets the giving of a vote in the name of a voter who is not the person giving such vote.

And a corrupt practice shall be deemed to be committed by a candidate, if it is committed with his knowledge and consent, or by a person who is acting under the general or special authority of such candidate, with reference to the election.

Explanation.—A " promise of individual profit " includes a promise for the benefit of the person himself, or of any one in whom he is interested.

Non-compliance with rules.

XV. No election shall be invalid by reason of a non-compliance with the rules contained in the Schedules to these Regulations, or any mistake in the use of forms annexed thereto, if it appears that the election was conducted in accordance with the principles laid down in such rules and that such non-compliance or mistake did not affect the result of the election.

Disputes as to validity of elections.

XVI. (1) If the validity of any election is brought in question by any person qualified either to be elected or to vote at such election on the ground of the improper rejection or reception of a nomination or of a vote, or of any corrupt practice in connection with such election, or for any other cause, such person may, at any time within fifteen days from the date of the publication of the result of such election in the *Gazette of India*, apply to the Governor General in Council to set aside such election.

(2) The Governor General in Council shall, after such enquiry (if any) as he may consider necessary, declare, by notification as aforesaid, whether the candidate whose election is questioned or any or what other person was duly elected, or whether the election was void.

(3) If the election is declared void, the Governor General shall, by notification as aforesaid, call upon the electorate concerned to elect another person within such time as may be prescribed by such notification.

(4) If within the time so prescribed, the electorate fails to elect, the Governor General may nominate any person who is eligible for election by such electorate.

Finality of decisions.

XVII. The decision of the Governor General in Council on any question that may arise as to the intention, construction or application of these Regulations shall be final.

First elections.

XVIII. (1) As soon as conveniently may be after these Regulations come into force, a Council shall be constituted in accordance with their provisions.

(2) For this purpose the Governor General shall, by notification as aforesaid, call upon the electorates referred to in Regulation III to proceed to elect Members in accordance with these Regulations within such time as may be prescribed by such notification.

(3) If within the time so prescribed any such class fails to elect, the Governor General may nominate at his discretion for a period not exceeding six months any person who is eligible for election by such class.

SCHEDULE XVI.

[*See Regulation II, Sub-head (xxi), and Regulation III.*]

RULES FOR THE ELECTION OF AN ADDITIONAL MEMBER BY THE BOMBAY CHAMBER OF COMMERCE.

1. The Member specified in Regulation II, sub-head (xxi), shall be elected by the members of the Bombay Chamber of Commerce.

2. Any person not ineligible for election under these Regulations, who is at the date of the election, a member of the said Chamber, shall be eligible for election.

3. On or before such date as may be appointed by the Local Government in this behalf, the said Chamber shall elect the Member aforesaid in such manner as a Trustee for the Port of Bombay is for the time being elected by the said Chamber under section 6 of the Bombay Port Trust Act, 1879.

4. The President of the said Chamber shall forthwith report the result of the election to the Local Government and also to the Secretary to the Government of India in the Legislative Department, and the name of the candidate elected shall be published in the local official Gazette and in the *Gazette of India*.

NOTIFICATION.

The 15th November 1909.

No. 16.—In exercise of the power conferred by section 6 of the Indian Councils Act, 1909 (9 Edw. 7, ch. 4), the Governor General in Council has, with the approval of the Secretary of State for India in Council, made the following Regulations for the nomination and election of Additional Members of the Legislative Council of the Governor of Bombay:

REGULATIONS FOR THE NOMINATION AND ELECTION OF ADDITIONAL MEMBERS OF THE LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Number of members.

I. (1) The Additional Members of the Legislative Council of the Governor of Bombay, other than the Advocate General or other officer acting in that capacity, shall ordinarily consist of—

A.—Members elected by the classes specified in Regulation II, who shall be twenty-one in number;

B.—Members nominated by the Governor, who shall not exceed twenty-one in number and of whom not more than fourteen may be officials.

(2) In addition to the forty-two Additional Members above specified, the Governor may nominate two more persons, whether officials or non-officials, having expert knowledge of subjects connected with proposed or pending legislation, to be Additional Members of the Council:

Provided that it shall not be lawful for the Governor to nominate so many official persons under these Regulations that the majority of all the Members of the Council shall be officials.

Elected Members.

II. The twenty-one elected Members specified in Regulation I shall be elected as follows, namely:—

(i) By the Municipal Corporation of the City of Bombay... ... ... 1 Member.

(ii) By the University of Bombay ... ... 1 Member.

(iii) By the Sardars of the Deccan ... ... 1 Member.

(iv) By the Sardars of Gujarat ... ... 1 Member.

(v) By the Jagirdars and Zamindars of Sind ... 1 Member.

(vi) By the Municipalities ... ... 4 Members.

(vii) By the District Local Boards ... ... 4 Members.

(viii) By the Muhammadan community ... ... 4 Members.

(ix) By the Indian Commercial community... ... 1 Member.

(x) By the Bombay Chamber of Commerce ... 1 Member.

(xi) By the Karachi Chamber of Commerce ... 1 Member.

(xii) By the Millowners' Association of Bombay and the Millowners' Association of Ahmedabad, alternately ... ... 1 Member.

Electorates and electorial procedures.

III. The election of the Members specified in Regulation II shall be effected by the electorates and in accordance with the procedures respectively prescribed in the Schedules annexed to these Regulations.

Ineligible candidates.

IV. No person shall be eligible for election as a Member of the Council if such person—

(*a*) is not a British subject, or,

(*b*) is a female, or

(*c*) has been adjudged by a competent Civil Court to be of unsound mind, or

(*d*) is under twenty-five years of age, or

(*e*) is an uncertificated bankrupt or an undischarged insolvent, or

(*f*) has been dismissed from the Government service, or

(*g*) has been sentenced by a Criminal Court to imprisonment for an offence punishable with imprisonment for a term exceeding six months, or to transportation, or has been ordered to find security for good behaviour under the Code of Criminal Procedure, such sentence or order not having subsequently been reversed or remitted or the offender pardoned, or

(*h*) has been debarred from practising as a legal practitioner by order of any competent authority, or

(*i*) has been declared by the Governor in Council to be of such reputation and antecedents that his election would, in the opinion of the Governor in Council, be contrary to the public interest:

Provided that in cases (*f*), (*g*), (*h*) and (*i*) the disqualification may be removed by an order of the Governor in Council in this behalf.

Qualifications of candidates.

V. No person shall be eligible for election under any sub-head of Regulation II unless he possesses the qualifications prescribed for candidates in the Schedule regulating elections under that sub-head.

Disqualifications of voters.

VI No person shall be qualified to vote at any election held under these Regulations if such person—

(*a*) is a female, or

(*b*) is minor, or

(*c*) has been adjudged by a competent Civil Court to be of unsound mind.

VII. Every person who is elected or nominated under these Regulations to be a Member of Council shall before taking his seat make, at a meeting of the Council, an oath or affirmation of his allegiance to the Crown, in the following form, namely: — Oath of office.

I, A. B., having been $\frac{\text{elected}}{\text{nominated}}$ a Member of the Legislative Council of the Governor of Bombay, do solemnly swear (or affirm) that I will bear true allegiance to His Majesty the King, Emperor of India, His heirs and successors, and that I will faithfully discharge the duty of the office upon which I am about to enter.

VIII. (1) If any person— Power to declare seats vacant.

(*a*) not being eligible for election, is elected under these Regulations, or

(*b*) having been elected or nominated, subsequently becomes subject to any of the disabilities stated in clause (*c*), (*e*), (*f*), (*g*) or (*h*) of Regulation IV, or fails to make the oath or affirmation prescribed by Regulation VII within such time as the Governor in Council may consider reasonable,

the Governor shall, by notification in the local official Gazette, declare his election or nomination to be void or his seat to be vacant.

(2) When any such declaration is made, the Governor shall, by notification as aforesaid, call upon the electorate concerned to elect another person, within such time as may be prescribed by such notification, or shall nominate another person, as the case may be.

(3) If any person elected at such fresh election is not eligible for election, the Governor may nominate any person who is eligible for election by the electorate concerned.

IX. (1) If any person is elected by more than one electorate, he shall, by notice in writing signed by him and delivered to the Secretary to the Legislative Council of the Governor of Bombay within seven days from the date of the publication of the result of such elections in the local official Gazette, choose, or in his default, the Governor shall declare, for which of these electorates he shall serve, and the choice or declaration shall be conclusive. Candidates elected by several electorates.

(2) When any such choice or declaration has been made, the votes recorded for such person in any electorate for which he is not to serve shall be deemed not to have been given, and the candidate, if any, who except for the said votes would have been declared elected for such electorate, shall be deemed to have been duly elected for the same.

Term of office.

X. (1) Save as provided in clause (2), and subject to the provisions of Regulation XVIII, the term of office of an Additional Member shall be three years from the date of his election or nomination, as the case may be :

Provided that official Members and Members nominated as being persons who have expert knowledge of subjects connected with proposed or pending legislation shall hold office for three years or such shorter period as the Governor may at the time of nomination determine.

(2) A Member elected or nominated to fill a casual vacancy occurring by reason of absence from India, inability to attend to duty, death, acceptance of office or resignation duly accepted, or otherwise, or a Member nominated on failure of an electorate to elect an eligible person, shall hold office so long as the Member whose place he fills would have been entitled to hold office if the vacancy had not occurred.

Vacancies.

XI. (2) When a vacancy occurs in the case of a Member who represents any interest specified in Regulation II, or at any time within three months of the date when such a vacancy will occur in the ordinary course of events, the Governor shall, by notification as aforesaid, call upon the electorate concerned to elect a person for the purpose of filling the vacancy within such time as may be prescribed by such notification.

(2) When a vacancy occurs in the case of a nominated Member, the Governor may nominate any person to the vacancy :

Provided that when a casual vacancy occurs in the case of an elected Member, the election shall always be made by the same electorate as that which elected the Member whose place is to be filled and shall be subject to the same conditions in respect of eligibility of candidates for nomination as those which governed the election of such member.

Failure to elect.

XII. If within the time prescribed by a notification issued under Regulation VIII, clause (2), or Regulation XI, clause (1), the electorate concerned fails to elect, the Governor may nominate at his discretion any person who is eligible for election by such electorate.

Quorum.

XIII. The power of making laws and regulations or of transacting other business vested in the Legislative Council of the Governor of Bombay shall be exercised only at meetings at which—

(*a*) the Governor, or

(*b*) the Vice-President appointed by the Governor under section 4 of the Indian Councils Act, 1909, or,

(*c*) in the case of the discussions referred to in Section 5 of the said Act, a Member appointed to preside in pursuance of a rule made under that section,

and ten or more Members of Council are present.

Corrupt practices.

XIV. (1) No election shall be valid if any corrupt practice is committed in connection therewith by the candidate elected.

(2) A person shall be deemed to commit a corrupt practice within the meaning of these Regulations—

(i) who, with a view to inducing any voter to give or to refrain from giving a vote in favour of any candidate, offers or gives any money or valuable consideration, or holds out any promise of individual profit, or holds out any threat of injury, to any person, or

(ii) who gives, procures or abets the giving of a vote in the name of a voter who is not the person giving such vote.

Disputes as validity of elections.

And a corrupt practice shall be deemed to be committed by a candidate, if it is committed with his knowledge and consent, or by a person who is acting under the general or special authority of such candidate with reference to the election.

Explanation—A "promise of individual profit" includes a promise for the benefit of the person himself, or of any one in whom he is interested.

(8)

Non-compliance with rules.

XV. No election shall be invalid by reason of a non-compliance with the rules contained in the Schedules to these Regulations, or any mistake in the use of forms annexed thereto, if it appears that the election was conducted in accordance with the principles laid down in such rules, and that such non-compliance or mistake did not affect the result of the election.

XVI. (1) If the validity of any election is brought in question by any person qualified either to be elected or to vote at such election on the ground of the improper rejection or reception of a nomination or of a vote, or of any corrupt practice in connection with such election, or for any other cause, such person may, at any time within fifteen days from the date of the publication of the result of such election in the local official Gazette, apply to the Local Government to set aside such election.

(2) The Governor in Council shall, after such enquiry (if any) as he may consider necessary, declare, by notification as aforesaid whether the candidate whose election is questioned or any or what other person was duly elected, or whether the election was void.

(3) If the election is declared void, the Governor shall, by notification as aforesaid, call upon the electorate concerned to elect another person within such time as may be prescribed by such notification.

(4) If within the time so prescribed the electorate fails to elect, the Governor may nominate any person who is eligible for election by such electorate.

Finality of decisions.

XVII. The decision of the Governor in Council on any question that may arise as to the intention, construction or application of these Regulations shall be final.

First elections.

XVIII. (1) As soon as conveniently may be after these Regulations come into force, a Council shall be constituted in accordance with their provisions.

(2) For this purpose the Governor shall, by notification as aforesaid, call upon the electorates referred to in Regulation III to elect Members in accordance with these Regulations within such time as may be prescribed by such notification.

(3) If within the time so prescribed any such class fails to elect, the Governor may nominate at his discretion for a period not exceeding six months any person who is eligible for election by such class.

SCHEDULE IX.

[*See Regulations II, sub-heads* (*x*) *and* (*xi*), *and Regulation* III.]

RULES FOR THE ELECTION OF AN ADDITIONAL MEMBER BY THE BOMBAY CHAMBER OF COMMERCE AND THE KARACHI CHAMBER OF COMMERCE, RESPECTIVELY.

1. The Members specified in Regulation II, sub-heads (x) and (xi), shall be elected by the members of the Bombay Chamber of Commerce and the Karachi Chamber of Commerce, respectively.

2. Any person not ineligible for election under these Regulations, who is at the date of the election a member of the said Bombay Chamber or Karachi Chamber, as the case may be, shall be eligible for election.

3. On or before such date as may be appointed by the Governor in this behalf—

(*a*) the Bombay Chamber of Commerce shall elect the Member specified in Regulation II, sub-head (x), in such manner as a Trustee for the Port of Bombay is for the time being elected by the said Chamber under section 6 of the Bombay Port Trust Act, 1879;

(*b*) the Karachi Chamber of Commerce shall elect the Member specified in Regulation II, sub-head (xi), in such manner as a Trustee for the Port of Karachi is for the time being elected by the said Chamber under section 8 of the Karachi Port Trust Act, 1886.

4. The President of the said Bombay Chamber or Karachi Chamber, as the case may be, shall forthwith report the result of the election to the Secretary to the Legislative Council of the Governor of Bombay, and the name of the candidate elected shall be published in the local official Gazette.

APPENDIX B—1.

PAPER CURRENCY RESERVE.

INCREASE OF INVESTED PORTION.

No. 2464-A.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT.
SIMLA, the 18th May 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge with thanks the receipt of your letter, No. 1306, dated the 9th December 1908, favouring the Government of India with an expression of the opinion of the Committee of your Chamber on the proposal to increase the invested portion of the Paper Currency Reserve from twelve to fourteen crores, and to inform you that it has been decided not to take any action at present in the direction of increasing the investment of the Reserve.—I have, etc.,

J. E. C. JUKES,
Under Secretary to the Government of India.

APPENDIX B—2.

PAPER CURRENCY BILL.

No. 176.

CALCUTTA, the 19th April 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—As it is in contemplation to make Rs. 10 and Rs. 50 notes universal, the form of the new notes is under consideration. I shall be obliged if you will favour me with any suggestions you may desire to make regarding the paper, form, size, colour or general appearance of the new universal notes.

Yours truly,
J. A. ROBERTSON,
Comptroller and Auditor General.

No. 390 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 1st May 1909.

The COMPTROLLER AND AUDITOR GENERAL,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 176 of the 19th instant regarding the form to be adopted for the proposed Rs. 10 and Rs. 50 universal notes.

In reply, I am to submit the following suggestions of my Committee, *viz.*:—

(*a*) The size of the Notes to remain as at present, as also the texture of the paper. The paper on which the present universal Rs. 5 Note is printed has not met with favour owing to its thickness and consequent difficulty of handling.

(*b*) That the denomination of the Notes in figures be placed at the top corners, instead of as at present at the bottom, following the practice observed in Notes of higher values.

(*c*) That the large coloured lettering indicating the denomination of the Notes, be changed from green to pink thus making all universal Notes in this respect of the same colour.

(*d*) The artistic value of the designs, it is suggested, might be improved in both Notes. The Rs. 50 Note especially has a top-heavy look owing to most of the designs in black being on the upper half of the Note. The general balance and appearance of these Notes might, it is believed, be greatly improved if a lighter scroll work was substituted for some of the heavy designs in black.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 3506 OF 1909.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 24th September 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to forward herewith a copy of a Bill to consolidate and amend the law relating to the Government Paper Currency, with Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill not later than 1st November 1909.—I have, etc.,

H. B. CLAYTON,
Under Secretary to Government.

A Bill to Consolidate and amend the Law relating to the Government Paper Currency.

Whereas it is expedient to consolidate and amend the law relating to the Government Paper Currency ; It is hereby enacted as follows—

Preliminary.

[Act III, 1905. S. 1.] Short title and extent.

(1) This Act may be called the Indian Paper Currency Act, 1905; and

(2) It extends to the whole of British India, inclusive of British Baluchistan, the Santhal Parganas and the Pargana of Spiti.

New. Definition.

2. In this Act, "universal currency note" means—

(*a*) a note of the denominational value of five rupees, ten rupees, or fifty rupees, or

(*b*) a note of any other denominational value which the Governor General in Council may, by notification in the *Gazette of India*, specify in this behalf.

The Department of Paper Currency.

[Act III, 1905, s. 2.] Department of Paper Currency for issue of currency notes.

3. There shall continue to be a Department of the public service, to be called the Department of Paper Currency, whose function shall be the issue of promissory notes of the Government

of India, to be called currency notes, payable to bearer on demand, and of such denominational values, not being less than five rupees, as the Governor General in Council may direct.

Head Commissioner of Paper Currency.

4. At the head of the Department there shall be an officer to be called the Head Commissioner of Paper Currency. [*Ib.*, S. 3.]

Power to establish Circles of Issue, Offices of issue and currency agencies.

5. The Governor General in Council may, by notification in the *Gazette of India*,— [*Ib.*, S. 4.]

(*a*) establish districts, to be called circles of issue, seven of which circles shall include the towns of Calcutta, Madras, Bombay, Rangoon, Lahore, Cawnpore and Karachi, respectively ;

(*b*) appoint in each circle some one town to be the place of issue of currency notes, as hereinafter provided ;

(*c*) establish in each such town an office or offices of issue ; and

(*d*) establish in any town situate in any circle an office, to be called a Currency Agency.

Commissioners of Paper Currency and Currency Agents.

6. (1) The Head Commissioner of Paper Currency shall be the officer in charge of the Circle of Issue which includes the Town of Calcutta. [Act III, 1905, s. 5.]

(2) For each other circle of issue there shall be an officer in charge to be called the Commissioner of Paper Currency and for each Currency Agency an officer to be called the Currency Agent.

Subordination of officers.

7. For the purposes of this Act,— [*Ib.*, s. 6.]

(*a*) Commissioners of Paper Currency shall be subordinate to the Head Commissioner of Paper Currency ; and

(*b*) the Currency Agent at any town shall be subordinate to the Head Commissioner or Commissioner, as the case may be, of Paper Currency for the Circle of Issue in which that town is situate.

Appointment of officers.

8. All officers under this Act shall be appointed by the Governor General in Council. [*Ib.*, s. 7.]

Supply and Issue of Currency Notes.

[*Ib.* s. 8.] 9 (1) The Head Commissioner shall provide currency notes of the denominational values prescribed under this Act, and shall supply the Commissioners and the Currency Agents subordinate to him with such notes as they need for the purposes of this Act.

Head Commissioner and Commissioners to provide and distribute currency notes.

(2) The Commissioners shall supply the Currency Agents subordinate to them, respectively, with such notes as those Agents need for the purposes of this Act.

(3) Every such note, other than a universal currency note, shall bear upon it the name of the town from which it is issued.

[*Ib.* s. 9.] 10. The name of the Head Commissioner, of one of the Commissioners, or of some other person authorised by the Head Commissioner, or by one of the Commissioners, to sign currency notes, shall be subscribed to every such note, and may be impressed thereon by machinery, and when so impressed shall be deemed to be a valid signature.

Signatures to currency notes.

[*Ib.* s. 10.] 12. The officers in charge of circles of issue shall, in their respective circles, on the demand of any person, issue, from the office or offices of issue established in their respective circles, currency notes of the denominational values prescribed under this Act, in exchange for the amount thereof—

Issue of currency notes for silver or gold coin by officers in charge of circles.

(*a*) in rupees or half rupees or in gold coin which is legal tender under the Indian Coinage Act, 1906, or [III of 1906.]

(*b*) in rupees made and declared to be a legal tender under the provisions of the Native Coinage Act, 1876. [IX of 1876.]

[Act III, 1905, S. 11.] 12. Any Currency Agent to whom currency notes have been supplied under section 9 may, if he thinks fit, on the demand of any person, issue from his agency any such notes in exchange for the amount thereof in any coin specified in section II.

Issue of currency notes for silver or gold coin by Currency Agents.

[*Ib.*, s. 12.] 13. The officers in charge of circles of issue shall, on the requisition of the Comptroller General, issue to any Government Treasury notes in exchange for gold coin which is not legal tender under the Indian Coinage Act, 1906, [III of 1906.]

Issue to Government Treasuries of currency notes for gold coin not legal tender for gold bullion.

or for gold bullion at the rate of one rupee for 7·53344 grains troy of fine gold.

[Ib., s. 13.]

Issue of currency notes for certain gold coin or gold or silver bullion or securities held by Secretary of State.

14. If the Secretary of State for India in Council consents to hold in gold coin or bullion, or in silver bullion or in securities of the kinds mentioned in section 22, the equivalent in value to notes issued in India as a reserve to secure the payment of such notes, the Governor General in Council may from time to time direct that currency notes shall be issued to an amount equal to the value of the coin, bullion and securities so held by the Secretary of State for India in Council.

Currency Notes where legal tender and where payable.

[Ib., s. 14.]

Currency notes where legal tender.

15. A universal currency note shall be a legal tender at any place in British India, and

any other currency note shall be a legal tender at any place within the circle from which the note was issued,

for the amount expressed in the note in payment or on account of—

(*a*) any revenue or other claim to the amount of five rupees or upwards, due to the Government of India, and

(*b*) any sum of five rupees or upwards, due by the Government of India, or by any body corporate or person in British India :

Provided that no currency note shall be deemed to be a legal tender by the Government of India at any office of issue.

Currency notes where payable.

16. A currency note shall be payable at the following offices of issue, namely :—

(*a*) a universal currency note at any office of issue,

[*Cf.* Act III, 1905, s. 16.]

(*b*) a currency note other than a universal currency note at any office of issue in the town from which it was issued :

Provided that any such note issued before the commencement of this Act shall also be payable—

(i) in the case of a note issued from the office at Cawnpore or Lahore, at any office of issue in Calcutta, and

(ii) in the case of a note issued from the office at Karachi, at any office of issue in Bombay.

[Act III, 1905, s. 16.]

17. For the purposes of sections 15 and 16 currency notes issued from any currency agency shall be deemed to have been issued from the town appointed under section 5 to be the place of issue in the circle of issue in which that agency is established.

Currency notes issued from currency agencies where deemed to be issued.

[New.]

18. Where an office of issue is closed, the Governor General in Council shall, by notification in the *Gazette of India*, direct that, with effect from the date of the closing of such office, all currency notes issued therefrom shall, for the purposes of sections 15 and 16 be deemed to have been issued from such other office as may be specified in such notification.

Provision in case of closure of office.

Reserve.

[Act III, 1905, s. 17.]

19. The whole amount of currency notes at any time in circulation shall not exceed the total amount represented by the sovereigns, rupees, half rupees and gold bullion, and the sum expended in the purchase of the silver bullion and securities, which are for the time being held by the Secretary of State for India in Council and by the Governor General in Council as a reserve to provide for the satisfaction and discharge of the said notes, and the said notes shall be deemed to have been issued on the credit of the Government of India as well as on the security of the said coin, bullion and securities:

Reserve coin, bullion and securities to be equal to amount of currency notes in circulation.

Provided that, for the purposes of this section, currency notes which have not been presented for payment, in the case of notes of any denominational value not exceeding one hundred rupees within forty years, and in the case of notes of any denominational value exceeding one hundred rupees within one hundred years, from the first day of April following the date of their issue, shall be deemed not to be in circulation:

Provided further that all notes, which are declared under the first proviso to this section not to be in circulation shall be deemed to have been issued on the credit of the Government of India and shall, if subsequently presented for payment, be paid from the revenues of the Government of India.

20. Subject to the provisions of section 19, the Governor General in Council may at any time, if he thinks it expedient, convert any of the coin or bullion for the time being held by him as a part of the reserve into coin of any of the kinds mentioned in section II or into gold or silver bullion. [Act III, 1905, s. 18.]

Power to dispose of coin and bullion in reserve.

21. If any coin or bullion held by the Secretary of State for India in Council or by the Governor General in Council as part of the reserve is transmitted by the Secretary of State for India in Council to the Governor General in Council or by the Governor General in Council to the Secretary of State for India in Council, it shall be deemed during the period of transmission to remain part of the reserve referred to in section 19. [*Ib.*, s. 19.]

Coin and bullion to remain part of reserve during transit between England and India.

22. The securities mentioned in section 19 shall be securities of the United Kingdom of Great Britain and Ireland or of the Government of India, or securities issued by the Secretary of State for India in Council under the authority of Act of Parliament and charged on the revenues of India, and the value of them at the price at which they are purchased shall not exceed one hundred and twenty millions of rupees: [*Ib.*, s. 20.]

Nature and value of securities which may form reserve.

Provided that the value at such price as aforesaid of such of the said securities as are not securities of the Government of India shall at no time exceed twenty millions of rupees.

23. The securities purchased by the Governor General in Council shall be securities of the Government of India, and shall be held by the Head Commissioner and the Master of the Mint at Calcutta, or of such other Mint as the Governor General in Council may direct in this behalf, in trust for the Secretary of State for India in Council. [*Ib.*, s. 21.]

Trustees of Indian securities purchased under Act.

24. (1) The Head Commissioner may, at any time, when ordered so to do by the Governor General in Council, sell and dispose of any of the securities held under section 23. [*Ib.*, s. 22.]

Power to sell and replace Indian securities.

(2) For the purpose of effecting such sales, the Master of the Mint at Calcutta or of such other Mint as aforesaid shall, on a request in writing from the Head Commissioner, at all times sign and endorse the securities, and the Head Commissioner, if so directed by the Governor General in Council, may purchase securities of the Government of India to replace such sales.

[*Ib.*, s. 23.] 25. An account showing the amount of the interest accruing on the securities held as part of the reserve under this Act, and the expenses and charges incidental thereto, shall be rendered annually by the Head Commissioner to the Governor General in Council, and published annually in the Gazette of India.

Account of interest on securities.

Private Bills payable to Bearer on Demand.

[Act III, 1905, s. 24.] 26. No person in British India shall draw, accept, make or issue any bill of exchange, hundi, promissory note or engagement for the payment of money payable to bearer on demand, or borrow, owe or take up any sum or sums of money on the bills, hundis or notes payable to bearer on demand, of any such person:

Prohibition of issue of private bills or notes payable to bearer on demand.

Provided that cheques or drafts, payable to bearer on demand or otherwise, may be drawn on bankers, shroffs or agents by their customers or constituents, in respect of deposits of money in the hands of those bankers, shroffs or agents and held by them at the credit and disposal of the persons drawing such cheques or drafts.

[*Ib.*, s. 25.] 27. (1) Any person contravening the provisions of section 26 shall, on conviction by a Presidency Magistrate or a Magistrate of the first class, be punishable with a fine equal to the amount of the bill, hundi, note or engagement in respect whereof the offence is committed.

Penalty for issuing such bills or notes and institution of prosecutions.

(2) Every prosecution under this section shall be instituted by the officer in charge of the circle of issue in which the bill, hundi, note or engagement is drawn, accepted, made or issued.

Supplementary Provisions.

[*Ib.*, s. 26.] 28. An abstract of the accounts of the Department of Paper Currency, showing—

Abstracts of accounts.

(*a*) the whole amount of currency notes in circulation,

(*b*) the amount of coin and bullion reserved, distinguishing gold from silver, and showing separately the amount of coin or bullion held by the Secretary of State for India in Council, or in transit from or to India, or in the custody of the Mint Master during coinage, and

(*c*) the nominal value of, and the price paid for, the securities held as part of the reserve, showing separately those held by the Secretary of State for India in Council, and those held in India under section 23,

shall be made up four times in each month by the Head Commissioner, and published, as soon as may be, in the Gazette of India.

[Act III, 1905, s. 27.]

29. (1) The Governor General in Council may make rules to carry out the purposes and objects of this Act.

Power to make rules.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may—

(*a*) fix the denominational values (not being less than five rupees) for which currency notes shall be issued;

(*b*) provide for the alteration of the limits of any of the circles of issue;

(*c*) declare the places at which currency notes shall be issued, and

(*d*) fix and notify the conditions upon which lost or mutilated currency notes may be paid at offices of issue.

(3) Every such rule shall be published in the Gazette of India, and on such publication shall have effect as if enacted in this Act.

[*Ib.*, ss. 28 & 29.]

30. The enactments mentioned in the Schedule are hereby repealed to the extent specified in the last column thereof:

Repeals.

Provided that all securities purchased and notes issued under the Indian Paper Currency Act, 1905, or any Act thereby repealed shall, if undisposed of or in circulation at the commencement of this Act be deemed to have been respectively purchased and issued under this Act:

Provided also that all currency notes, which under section 29 of the Indian Paper Currency Act, 1905, are to be deemed to have been issued from the office of issue in the town of Cawnpore shall still be deemed to have been issued from that office,

C

THE SCHEDULE.

ENACTMENTS REPEALED.

(*See section* 30.)

Year.	No.	Short title.	Extent of repeal.
1905	III	The Indian Paper Currency Act, 1905.	So much as has not been repealed.
1909	II	The Indian Paper Currency (Amendment) Act, 1909.	The whole.

STATEMENT OF OBJECTS AND REASONS.

The object of this Bill is the amendment of the Indian Paper Currency Act, 1905, in two directions as described below:—

Firstly,

(*a*) by declaring currency notes of the denominational values of rupees ten and fifty to be "universal" (as currency notes of the value of five rupees already are), that is to say, to be legal tender in any part of British India and payable at any currency office ; and

(*b*) by taking general power to make a similar declaration regarding currency notes of other denominations, as may from time to time be found expedient.

Secondly,

(*a*) by abolishing the existing sub-circle arrangements, under which currency notes other than universal notes are at present payable not only at the office of issue, but also at the Presidency-town in which the office is situate ; and

(*b*) by establishing independent circles of issue at Cawnpore, Lahore and Karachi and abolishing the Calicut sub-circle office.

As the attainment of this object involves considerable amendment of the existing Act, it has been thought advisable to take the

opportunity of consolidating the law on the subject. The present Bill is, therefore, introduced as a consolidating Bill repealing and replacing Act III of 1905.

The annexed notes on the various clauses of the Bill explain the amendments proposed, other than petty verbal changes such as the reference to the present Indian Coinage Act instead of to that of 1870 in clauses 11 and 13.

GUY FLEETWOOD WILSON.

The 26th August 1909.

Notes on Clauses.

Clause 2 contains a definition of the term "universal currency note."

Sub-clause (*a*) provides for the immediate universalisation of the ten and fifty rupee notes, and sub-clause (*b*) is designed to obviate further amendment of the law if experience should show that other notes can beneficially be universalised.

Clause 4.—The latter part of section 3 of the existing Act is rendered unnecessary by the changes proposed in clauses 5 and 6 and has accordingly been omitted.

Clause 5.—Section 4, clause (*a*), of the existing Act has been altered to provide for the new circles of issue; and the retention of clause (*e*) is rendered unnecessary by the abolition of sub-circles.

Clause 6.—In view of the abolition of sub-circles, it is considered unnecessary to retain the distinction between Deputy Commissioners, and Commissioners of Paper Currency. Henceforward all will be Commissioners.

Clauses 7, 9 *and* 10.—The changes made in sections 6, 8 and 9 of the Act are rendered necessary by the proposed abolition of the post of Deputy Commissioners of Paper Currency.

Clauses 15 *and* 16.—The sections concerned with "legal tender" and the encashment of notes have been modified to provide for the universal notes.

Provisos (*i*) and (*ii*) in clause 16 continue the privilege of double encashment (at the local office and at the head office of the Circle) to sub-circle notes of what will hereafter be separate circles issued prior to the passing of the Bill.

Clause 18.—This is a new clause, designed to provide, particularly for the future treatment of notes issued from Calicut and now current, and generally, for any future case in which it may be found necessary to close an office of issue.

Clause 29 (*d*).—Power has been taken to make rules, such as are already in force under executive instructions, for dealing with the encashment of lost or mutilated notes.

No. 863 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1909.

The UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—In reply to your letter No. 3506 of 1909, dated 24th September, forwarding a Bill to consolidate and amend the law relating to the Paper Currency, I have the honour to inform you by direction of my Committee that they approve of the Bill and have no remarks to offer.—I have, etc.,

R. E. GREGOR-PEARSE,
for Secretary.

APPENDIX B—3.

THE BOMBAY CURRENCY OFFICE AND THE CIRCULATION OF OLD AND LIGHT COIN.

No. 1353 OF 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 25th March 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 1288, dated 5th December 1908, to the address of the Government of India, pointing out certain

alleged defects in the Bombay Paper Currency Office, I am directed to inform you that the Government of Inida have intimated that sight will not be lost of the question of the necessity for additional accommodation at the Currency Office, and that meanwhile they hope that the inconveniences complained of, which took place during a season of great pressure, have not again been experienced. I am also to convey to you the thanks of the Government of India for having drawn attention to the matter.—I have, etc.,

H. B. CLAYTON,
Acting Under Secretary to Government.

No. 854 OF 1909.

CHAMBER OF COMMERCE,

BOMBAY, 4th October 1909.

The SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCIAL DEPARTMENT,
Simla.

SIR,—The attention of this Chamber has been drawn from time to time to certain difficulties affecting the Commercial Community in connection with the working of the Bombay Currency Office, and the circulation of old and light coin; and I have been asked by my Committee to approach Government on the subject and to ask that an enquiry may be instituted and action taken with a view to removing the inconveniences resulting from the existing procedure.

2. With reference to the question of light and defaced coin, I would beg to point out that under the Indian Coinage Act (III of 1906) it is enacted that—

"The rupee, and half rupee, shall be a legal tender provided that the coin—

(*a*) has not lost in weight so as to be more than two per cent. below standard weight; and (*b*) has not been defaced.

It is also stated that "a loss of 6¼ per cent. below standard weight, in the case of the rupee.....had been prescribed by the Government of India, as the limit of reasonable wear."

3. It is further provided that certain authorised banks and persons shall "when a rupee, which has been diminished in weight,

so as to be more than 2 per cent. but not more than 6¼ per cent. below standard weight, and which has not been fraudulently defaced, is tendered,.....accept the coin at its nominal value, and the coin shall thereupon be cut and withdrawn from circulation at Government cost."

4. Coins from 6¼ per cent. to 25 per cent. below standard, which have not been fraudulently defaced, are to be cut and paid for at rates fixed on a scale of weight; but coins fraudulently defaced are to be cut and returned to the tenderer. And lastly "a coin, which there is reason to believe has been defaced by sweating, shall be deemed to have been fraudulently defaced."

5. There are without doubt at the present time a comparatively large number of sweated and light rupees in circulation and how these are to be withdrawn is a matter my Committee have been considering. It is true the Act provides for the withdrawal of very light rupees not fraudulently defaced, but the loss falls on the last holder whatever length of time the coin may have been in circulation.

6. In large commercial centres rupees in considerable numbers are paid by Indian dealers to commercial importing and trading offices who pay them in to their bankers. As a general rule—doubtless to avoid trouble—old rupees are summarily refused by bankers, and merchants have therefore to examine all payments very carefully, and return to their native clients rupees, old, light and defaced. These rupees continue to circulate and are frequently presented again only to be thrown out and returned. The Indian trader naturally does not care to run the risk of having his rupees if defaced cut and returned by a Banker or paid for only on their weight value; and merchants for similar reasons object to accepting such defective coin, yet no means have been provided by the Government of the Country for entirely withdrawing such coins from circulation.

7. At the present time there are in circulation in Bombay innumerable rupees of 1862 and earlier years, which being old Bankers object to receive in the ordinary way of business, and which moreover holders do not care to take the risk of presenting. As a very large profit is made on coinage, it is felt by my Committee that all old and worn coins, as well as those that are sweated and light, should after a period of 30 years from date of minting be

withdrawn entirely at the expense of Government, and not at the cost of the last holder, as this latter procedure often inflicts an undeserved loss and is, besides, a constant source of friction and difficulty in mercantile transactions. My Committee desire to make this recommendation and trust that it will be favourably considered by the Government of India.

8. The next subject which my Committee wish to bring to the notice of Government refers to the issue of silver coin by the Bombay Currency Office, and its position generally in its relations with the Banking and Commercial Communities. It is felt, for instance, to be a distinct hardship that coin is not received for exchange into notes the same day after 12 o'clock (standard time). It is considered that coin should be accepted and exchanged the same day for notes, up to a much later hour, after which, it is suggested, money should continue to be received till the closing hour—the notes for such late coin to be given in exchange the first thing the following day. The present procedure of refusing coin after 12 o'clock throws a considerable amount of extra work in the receiving and counting of coins on the local banks, and this, it is felt, is not as it should be. The restrictions and delays that are constantly experienced by the trade are, it is believed, the result of an understaffed office and as considerable profit is made out of the Department, my Committee consider that there should be no difficulty in strengthening the office and raising it to a position in which it can promptly meet the legitimate demands of the public.

9. Another point to which my Committee wish to call attention is the practice, by no means uncommon, of the Currency office issuing rupees and other coins which are unfit for circulation, and which they themselves would refuse if presented. The refusal of coin so issued is a frequent occurrence in the Mofussil at any rate on this side of India, and this difficulty could surely be avoided if large supplies of sound rupees and other silver coins were always kept in hand ready for issue, either promptly or at a later hour on the same day. This, it is felt, could be done by employing a larger staff and generally by improving the organisation of the Currency office.

10. In this connection my Committee venture to ask that Government may be moved to appoint a Committee of Enquiry, on which the Banking and Commercial Communities should be adequately

represented, for the purpose of fully reporting on the working of the Currency Office and on the legitimate requirements of the public and to make such recommedations as may be deemed necessary in the circumstances.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
for Secretary.

No. 5245—A.

GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
SIMLA, the 16th October 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 854, dated the 4th October 1909, regarding certain difficulties affecting the Commercial Community in connection with the working of the Bombay Currency Office and the circulation of old and light coin, and to say that it will be submitted for the consideration of the Government of India.—I have, etc.,

J. E. C. JUKES,
Under Secretary to the Government of India.

APPENDIX B-4.

INDIAN CURRENCY AND FINANCE.

CHAMBER OF COMMERCE.
KARACHI, 10th May 1909.

No. 337.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I enclose herewith an extract from the remarks made by the Chairman at our Annual General Meeting held on the 30th March 1909, with reference to Indian Currency and Finance.

Several points have been raised, some of a controversial character, others of a nature regarding which Indian Chambers are, I believe, in agreement. I am now directed to enquire whether your Chamber are proposing to make any representation to Government on any of the points raised, and I shall be obliged if you will bring the matter forward and favour me with a reply at your early convenience.

It is thought that, so far as there may be a substantial consensus of opinion amongst the various Chambers of Commerce, a joint representation to Government would be desirable.—Yours faithfully,

E. L. ROGERS,
Secretary.

Extracts from the Remarks made by the Chairman at the Annual General Meeting of the Karachi Chamber of Commerce held on the 30th March 1909.

CURRENCY AND FINANCE.

A year ago I drew attention to the very unsatisfactory condition of the Gold Standard Reserve, the keystone of our financial stability, so far as the gold value of the rupee is concerned. The position has not changed in any way for the better, on the contrary, the whole currency situation is now such as to give rise to considerable anxiety. Neither in the policy of Government of the last few years, nor in the Financial Statement just presented by Sir Guy Fleetwood Wilson, with the Budget for 1909-1910, am I able to find any adequate recognition of Government's obligations (1) to maintain a sound currency, and (2) to guard against a danger which, however remote, must on no account be lost sight of: I mean the possible disappearance of the Gold Standard Reserve, and the consequent collapse of the rupee. One of the first functions of money is to buy; it is the great *instrument of purchase.* A second function is to measure values; it is the one and only *standard of fixed payment.* The relation between the value or purchasing power of money and the quantity of money in circulation is not easy to define with any exactitude. At the same time, there can be no question that a very large manufacture of money tends to lower its value, in other words, to raise prices; whilst a scarcity of purchasing power tends to lower prices.

Over-coinage on Rupees.

This being so, what are we to think of a policy which, whilst nominally aimed at the introduction of a gold standard and a gold currency into India, at the same time permits this country to be flooded with a deluge of newly minted rupees, such as we have witnessed since 1905. Until June 1893 the Indian Mints were open to the unrestricted coinage of silver. As much silver as the public cared to bring to the mints, so much did Government convert into rupees. The largest number of Rupees ever coined in any one year under these conditions was Rs. 15,94,34,980 in 1877-8. The mints now being closed to the free coinage of silver, and Government having embarked on a gold monetary policy, nearly twenty crores of rupees were coined in 1905-06, 25·37 crores in 1906-07, 17·33 crores in 1907-08. The result of this tremendous overcoinage of silver is exactly as might have been expected.

The Rise in Prices.

Not only were 12 crores of superfluous rupees withdrawn from circulation last year by Government, under circumstances to which I need not refer now, but there has been a very marked rise in prices throughout the whole of India—a rise even more pronounced than that which recently occurred in gold using countries, a rise that has not only tended to check exports, encouraging imports, turn the balance of trade against us, and so emphasize the weakness in exchange, but, what is far more serious, has inflicted on the great mass of fixed wage earners in India a grave hardship, to relieve which both Government and other large employers of labour, clerical and manual, have found themselves forced to make advances in the ordinary and regular scales of pay. A currency policy which, instead of correcting, encourages widespread disturbances of this character is transparently unsound.

The Stability of the Rupee.

But the trouble does not end here. India is a debtor country with an external obligation in gold of at least £16 millions per annum. Unless India's exports annually exceeds her Imports by more than this sum, and I know of no reason in theory why they should, it is obvious that the rupee cannot, without assistance, for ever be maintained at an artificial value in the neighbourhood of 1*s.* 4*d.*, but must sooner or later correspond to the market value of the metal of

which it is manufactured. The only way in which the external value of India's local currency can be maintained, is by the accumulation in India, or under the control of India, of a supply of gold or gold money sufficiently large to meet over a period of some years an adverse balance of trade. And in considering this matter, we must, for financial purposes, regard the £ 16 millions payable annually to the Secretary of State of Home obligations, as adverse to India; in other words we must have a balance in our favour of well over £ 16 millions per annum, before we can hope to accumulate the gold in India, without which a gold standard is nothing but a delusion and a snare that must, in our case, eventually spell widespread disaster to many concerned in the foreign trade of this country.

A Currency Policy of India.

The British Government having decided sixteen years ago that gold was the most suitable metal on which to base the monetary standard and currency system of this country, a mistaken decision in my opinion, it is surely time that we abandoned the happy-go-lucky methods of the last few years, and laid down some well defined currency policy for India. First of all, if silver is not good enough for the chief monetary standard of India, it is not good enough for the ignorant millions of this great Continent to expend their energies upon. Practically everything coming into India now contributes an import duty towards the cost of general administration. Let imports of silver be further taxed so as to bring the local cost of the imported metal up to the gold value of the rupee. This would tend to check monstrous importations such as we saw entering Bombay a few months ago; and would also for obvious reasons steady exchange. Secondly, the main functions of money being, as aforesaid, to buy and to measure, the greatest care must be exercised that these functions are not distorted. No more new rupees should be coined till rupee prices all round have fallen to a marked extent. Demands for currency arising from specially heavy excesses of exports must be met by the importation of sovereigns not by the coining of more new rupees. Thirdly let the order regarding one-half of the profits on coinage being devoted to railway construction, be at once rescinded. Every pie of profit which the mints may be able to show in the near future should be carried to the Gold Standard Reserve. Fourthly, the Gold Standard Reserve must, for the first twenty millions at any rate, consist of *gold*, not silver, not redundant rupees, not a huge

accumulation of more or less unsaleable paper promises to pay gold, but gold itself. Futher one-half of that gold must be kept in India, beyond immediate touch of Lombard Street, and not in the Bank of England. Fifthly, remembering that our whole currency system collapses, unless we have surplus exports of between £ 16 and 20 millions annually, remembering the uncertain check on exports arising from droughts, famines, fevers and plague, and remembering, too, that whilst exports of raw produce are undoubtedly expanding, the taste for foreign made articles is also very rapidly extending and imports are increasing by leaps and bounds, remembering all this every possible encouragement must be given to local enterprise, local manufactures and more specially to local capital. Heavy sterling borrowing must be rigorously checked until such time as we are sure that our whole currency system is out of danger. The utmost advantage must be taken of, and the utmost stimulus given to, local enterprises of all and any kind which will relieve Government of the obligation to borrow capital outside of India, and so add to our external obligations and further jeopardise the balance of trade. Here, gentlemen, I submit to you the outlines of a currency and financial policy which appears to me essential if the recommendations of the Herschell Committee of 1893 are to be successfully carried out, and all risk of disaster to our 1*s.* 4*d.* rupee averted.

I have dwelt at some length on our currency problem, because it appears to me to be one of the most important matters of the moment, and one to which, like the air we breathe, though absolutely essential to our health and well-being, we ordinarily pay very little attention. At the present time, the financial atmosphere is very perceptibly tainted, the matter is of vital importance to large section of our community, and I therefore commend the subject to your immediate attention.

No. 535 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 12th June 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 337 of the 10th ultimo, together with an extract from the remarks

made by your Chairman at your Annual General Meeting with reference to Indian Currency and Finance, and in reply to your enquiry as to whether the Bombay Chamber are proposing to make any representation to Government on any of the points raised, I am to say that after very careful consideration, my Committee are unanimous in their opinion that it is not advisable at the present time to address Government on the matter. On some of the points raised, my Committee would however remark as follows :—

Many of the questions are of a controversial character as you admit in your letter, but an increased duty on silver is not one that recommends itself, in any way to the members of this Chamber for the further fall in price which it might bring about would seriously hamper Indian trade with China and would still further augment the divergence which already exists between the nominal and intrinsic values of the rupee.

The order devoting half profits on coinage to Railways has always been objected to by this Chamber, and my Committee regret that it still remains in force, and should it not have been cancelled when coinage is likely to be again undertaken, my Committee will be prepared to address Government on this point.

As regards the excessive coinage of rupees and the rise in prices, my Committee are of opinion that as this matter is now a subject of discussion between the Home and Indian Governments, it is advisable, before taking action to await developments which appear now to be reaching a final stage. On the question of sterling borrowing, the only remark my Committee desire to make is that it is quite evident from recent events that all the money needed for Public Works, &c. cannot possibly be obtained in this country on reasonable terms and the raising of money in London is therefore unavoidable and necessary for the country's development.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX B-5.

STAMP DUTY ON MARINE POLICIES.

The BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 5th November 1908.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—Under the instructions of the Committee of this Association we send you herewith a draft Memorial intended to be submitted to the Government of India.

The object of the Memorial is fully explained therein, and we need not say anything here.

The advantage to be gained from the concession prayed for in the Memorial is one very directly interesting the Mercantile community, and the Committee feel sure that the Chamber of Commerce will accord it their support by making a representation to Government, as they feel that such support will go far indeed towards ensuring its favourable consideration by Government.

The Memorial will be signed by all Marine Insurance Associations, a list of each Association's members being attached, and sent in to Government, and we shall advise you thereafter, if you will kindly let us know whether your Committee are agreeable to make a representation in support of it.—We are, etc.,

A. F. FERGUSON & CO.,
Secretaries.

CHAMBER of COMMERCE,
BOMBAY, 12th November 1908.

No. 1190 of 1908.

The SECRETARIES, BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIRS,—In reply to your letter, dated 5th instant, regarding Stamp Duty on Marine Policies, I am directed by the Committee to

inform you that they approve of the proposed representation to Government, and that they will support the memorial.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

THE BOMBAY UNDERWRITERS' ASSOCIATION,
BOMBAY, 8th February 1909.

THE SECRETARY, CHAMBER of COMMERCE,
Bombay.

Stamp duty on Marine Policies.

DEAR SIR,—We are directed to refer you to the correspondence ending with your letter of the 12th November last in which you were good enough to promise to support the proposed memorial to Government of India on the above subject.

The Memorial having been signed, as stated in our letter of the 5th November, by the Calcutta, Karachi, Coconada, Burma and this Associations, has been sent to the Government of India, Finance and Commerce Department, on the 6th instant by the Calcutta Association.

We shall be much obliged by your making a representation to the Government in support of the Memorial, a printed copy of which we enclose herewith.—We are, etc.,

A. F. FERGUSON & CO.,
Secretaries.

TO HIS EXCELLENCY THE EARL OF MINTO,
P.C., G.C.M.G.,

VICEROY AND GOVERNOR GENERAL OF INDIA IN COUNCIL.

MAY IT PLEASE YOUR EXCELLENCY,—The representatives of the Marine Insurance Agents' Associations of Calcutta, Bombay, Karachi,

Coconada and Burmah, comprising all Marine Insurance Companies working throughout India and Burmah, beg to approach your Excellency's Government with reference to the incidence of the Stamp Duty on Policies of Marine Insurance under the Indian Stamp Act of 1899.

On 30th November 1892, the Calcutta Marine Insurance Agents' Association submitted a petition to the Government of India (supported by the Bombay Underwriters' Association through the Government of Bombay), in which that body pointed out, *inter alia*, that the incidence of the tax then in force on Policies of Marine Insurance was exactly double that of its incidence in England, while in the case of Policies at low rates of premium, the charge became relatively so heavy as to drive a large proportion of such business from India to England, thus causing loss of revenue to the Government of India, and as the result of the said petition, the principal suggestions of the said Association were conceded and given effect to in Act VI of 1894, an Act to amend the Indian Stamp Act of 1879, by which the rates of duty chargeable in India were assimilated to those levied in England.

These rates have since remained unchanged, and are reproduced in Schedule I of the Indian Stamp Act II of 1899, by which Act VI of 1894, above referred to, was repealed, and they are now in force.

An agitation has been on foot for some time at home in favour of a stamp duty of one penny per policy, a demand which has not yet been acceded to, but the British Government have decided to reduce the stamp duty on Marine Policies, so far as concerns policies upon any voyage, from three pence per £100 to one penny per £100 (except in cases where it is already a fixed duty of one penny per policy, as regards which no change is proposed), and to give effect to the reduction as from 1st January 1909. When this change shall have been effected Companies doing business in India will again be placed at a disadvantage, compared with Underwriters at home, and may consequently lose considerable business which will be driven from India to England as previously referred to, incidentally causing loss of revenue to Government.

For convenience of reference, your Petitioners append the wording of the existing Schedule, to which they have added that which they respectfully suggest should be substituted therefor, as follows, *viz*:—

INDIAN STAMP ACT II OF 1899, SCHEDULE I.

ITEM 47. POLICY OF INSURANCE.

A. SEA INSURANCE.

	If drawn singly.	If drawn in duplicate, for each part.
(1) For or upon any voyage—		
(i) Where the premium or consideration does not exceed the rate of two annas or one-eighth per centum of the amount insured by the policy:	One anna.	Half-an-anna.
(ii) In any other case, in respect of every full sum of One thousand Rupees and also any fractional part of One thousand Rupees insured by the policy:	Two annas.	Half-an-anna.

PROPOSED ALTERED WORDING :—

A. SEA INSURANCE.

	If drawn singly.	If drawn in duplicate, for each part.
(1) For or upon any voyage—		
(i) Where the premium or consideration does not exceed the rate of two annas or one-eighth per centum of the amount insured by the policy:	One anna.	Half-an-anna.
(ii) In any other case, in respect of every full sum of One thousand five hundred Rupees and also any fractional part of One thousand five hundred Rupees insured by the policy:	One anna.	Half-an-anna.

Such an alteration would bring the rate of duty leviable in India into accord with that chargeable at Home, and your Petitioners trust that the reasonableness of their present contention will commend itself to your Excellency's Government. They therefore pray that the Indian Stamp Act, so far as the stamping of Marine Insurance Policies is concerned, may be brought into conformity with the Stamp Act of the United Kingdom, and that instead of the Two Annas and One Anna respectively chargeable upon policies issued singly or in duplicate in respect of every One thousand rupees or part thereof, under Schedule I, Item 47, Policy of Insurance, A, Sea Insurance (1) For or upon any voyage (ii) there may be substituted a duty of One Anna and Half-an-anna respectively, in respect of every Fifteen hundred Rupees or part thereof.

And your Memorialists, as in duty bound, will ever pray.

CHAMBER OF COMMERCE,
BOMBAY, 22nd February 1909.

No. 154 of 1909.

THE SECRETARY TO THE GOVERNMENT OF INDIA,
FINANCE DEPARTMENT,
Calcutta.

SIR,—The Committee of the Bombay Chamber of Commerce have been favoured with a copy of a Memorial submitted by the Marine Insurance Associations of India and Burma to the Government of India regarding the incidence of the Stamp Duty on Policies of Marine Insurance under the Indian Stamp Act of 1899.

2. My Committee understand that there is a movement on foot in the United Kingdom in favour of a Stamp Duty of one penny per policy. Though this demand has not yet been acceded to, it has been decided by the British Government, to reduce the Stamp Duty on Marine Policies, so far as concern policies upon any voyage, from three pence to one penny per £100 (with certain exceptions), and to give effect to the reduction as from the 1st January 1909.

3. It is felt that when this change is effected the disadvantageous position the Insurance Companies in India will be placed in, as compared with Underwriters at Home, will be very detrimental to business in this country.

4. This is a matter of direct interest to the Mercantile Community, and my Committee therefore beg to support the contention of the Memorialists that the Indian Stamp Act, so far as the stamping of Marine Insurance Policies are concerned, should be brought into conformity with the Stamp Act of the United Kingdom, and that instead of the Two Annas and One Anna respectively chargeable upon policies, issued singly or in duplicate, in respect of every one thousand Rupees or part thereof, there should be substituted a duty of One Anna and Half-Anna respectively, in respect of every fifteen hundred Rupees, or part thereof.—I have, &c.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 22nd February 1909.

No. 155 OF 1909.

The SECRETARY, BOMBAY UNDERWRITERS' ASSOCIATION,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 8th instant, together with a copy of a memorial addressed by you to the Government of India, regarding the incidence of Stamp Duty on Policies of Marine Insurance under the Indian Stamp Act of 1899.

In reply I am to inform you that my Committee have addressed Government on the subject and supported your contention that the Indian Stamp Act, so far as the stamping of Marine Insurance Policies is concerned, should be brought into conformity with the Stamp Act of the United Kingdom; and that instead of the Two Annas and One Anna respectively chargeable upon policies issued singly and in duplicate in respect of every one thousand Rupees or part thereof, there should be substituted a duty of One Anna and Half-Anna respectively in respect of every fifteen hundred Rupees or part thereof.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1159-Exc.

GOVERNMENT OF INDIA, FINANCE DEPARTMENT,

CALCUTTA, 2nd March 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 154, dated the 22nd February 1909, regarding the incidence of the stamp duty on Marine Insurance under the Indian Stamp Act (II of 1899), and to say that it will be submitted for the consideration of the Government of India.—I have, &c.,

A. G. BARR,

Offg. Asstt. Secy. to the Government of India.

No. 5799 EXC.

GOVERNMENT OF INDIA.

FINANCE DEPARTMENT.

Separate Revenue.
Stamps.
Non-Judicial.

NOTIFICATION.

Calcutta, the 26th November 1909.

In exercise of the powers conferred by section 9, clause (*a*), of the Indian Stamp Act, 1899 (II of 1899), the Governor General in Council is pleased to direct that, with effect from the 1st April 1910, the duty chargeable under Article 47A (1) (*ii*), Schedule I of the said Act, on a policy of sea insurance shall be reduced to one anna if drawn singly, and to half an anna for each part, if drawn in duplicate, in respect of every full sum of one thousand five hundred Rupees, and also any fractional part of one thousand five hundred rupees insured by the policy.

J. S. MESTON,

Secretary to the Government of India.

APPENDIX C.

NEW TAXATION IN ADEN.

The CHAMBER OF COMMERCE,

ADEN, 26th June 1909.

No. 136 OF 1909.

THE SECRETARY, CHAMBER OF COMMERCE,

Bombay,

SIR,—I have been directed to hand you the enclosed copy of a petition, signed by 700 Merchants and House-holders here, addressed to His Excellency the Governor of Bombay in Council, protesting against the new taxes now being imposed here.

Your Chamber has always taken an interest in the trade of Aden, and you may remember we have time after time stated that the burdens on the trade and shipping of this port of call should be kept as low as possible: yet we are now being harassed by a bundle of new taxes which are being collected from all classes, large Merchants small dealers, shopkeepers, householders; even the barbers are not allowed to escape.

I am to express the hope that your Chamber will assist us by forwarding to the proper quarter a representation that these new taxes should be done away with and that, in future cases of such proposals, the general public should be properly consulted and allowed ample time to lodge objections instead of having such schemes rushed through as was done in the present instance.

I may, in concluding, point out that this present time of depression, is an especially unfavorable moment for the introduction of these further charges here.—I am, &c.,

E. S. MURRAY,

Honorary Secretary.

HIS EXCELLENCY

THE GOVERNOR OF BOMBAY IN COUNCIL,

Bombay.

(THROUGH THE OFFICIATING POLITICAL RESIDENT, ADEN.)

YOUR EXCELLENCY,—We, the undersigned Merchants and Householders of Aden, beg to lay the following petition before your Excellency in the hope that you will see your way to relieve this community of the whole or a considerable part of the burden of extra taxation in the form of assessments, license fees, &c., recently sanctioned and now being levied.

We beg to submit that as the Civil Community has to bear the taxes, that community should have some further voice in the matter as to the capability of the people and the Trade of Aden being able to bear enhanced taxation.

It is a well known fact that the trade of Aden,—a transhipment trade,—has greatly declined in consequence of the heavy port dues, tolls and taxes which have had a tendency to rise for many years past in a reverse ratio to trade.

Aden has of late years fallen away considerably as a coaling port, and must still further suffer if the proposed new taxes are levied on the Coal grounds and Condenser plant, which would of course result in a rise in the price of coal and water, which increase would again be reflected on all the trade.

The general trade of Aden has greatly declined for the past two years and the present indications are that it is going to decline still further. Two European firms have closed their doors within the last two years; several old established Indian firms have also given up business during the past few years; money is scarce, and many people are simply waiting the turn of events to decide whether or not to clear out of Aden, as at present it is hard to make both ends meet in a large number of cases.

The License Fees now being imposed make it extremely hard for a large number of the population to earn a living, and we would be grateful if you can see your way to rescind these altogether, especially those levied on butchers and sellers of poultry, game or

fish, persons keeping milk cows or milch goats for profit, sellers of fruits or vegetables, tanners and dyers, and small traders in skins and kerosine oil. Already a large number of dyers have left this settlement, removing their businesses to Darlameer outside British territory.

As an instance of the manner in which this taxation falls upon Aden traders, a general Merchant (and there are a large number of these here) has to pay separate license fees as a seller of aerated water, seller of medicine, seller of tobacco, seller of charcoal, dealer in kerosine, and as agent, merchant or shopkeeper; and to show how active the taxgatherers are, we may mention that even the barbers, who make a very scanty hard earned subsistence, are made to pay under the heading of "hawkers."

Your memorialists have not been informed as to what are the purposes to which the money collected from this new taxation is to be appropriated, but understand that it is principally to provide for a water-supply from the interior, with a drainage system in the town of Aden and Steamer Point; and we object to this both on the score of the heavy expense involved and also on the following grounds: *viz.*—

1. That drainage and water works, wherever introduced in India have tended to increase mortality to a greater extent than it was before the works were introduced. As an illustration of this, we refer to the article entitled "Water schemes and the death-rate," in the "Times of India" of 8th May 1909.

2. That the general health of Aden is good, and that there is no epidemic prevalent in Aden, except when imported from India or Coast Ports, such as small-pox and plague: and plague, though twice imported into Aden, did not survive long.

3. That the sanitation of Aden can be very greatly improved, if more money were spent in keeping up an efficient scavenger establishment.

4. That the introduction of a drainage scheme would be likely to bring in new virulent diseases, such as typhoid and cholera, besides being a breeding ground for mosquitoes, rats and vermin, as has been proved in many Indian towns; and the noxious gases rising from the drains would be likely to spread into every habitation.

5. That the water intended to be brought from Lahej is reputed to be unwholesome. The Authorities have not submitted the analysis of the water, and we learn that the doctors have not considered it fit for drinking purposes. Your memorialists consider it would be a waste of public funds to bring in water which is not absolutely pure as well as a reliable and continuous supply.

6. That the mortality of Aden proper is believed to be lower than the average mortality in the Bombay Presidency for the last five years.

7. The mortality in Tawahi has been as low as 14 per 1,000 in some years. The mortality in the Crater (Camp) is higher as the temperature there in the hot weather is more trying than at Tawahi, besides many of the better class of people come there from the interior for medical treatment, and a certain percentage of these add to the mortality.

8. The mortality of Shaik Othman should not be confounded with Aden proper for the simple reason that the mortality at Shaikh Othman is very high, owing to the insanitary state of the houses, the imperfect drainage and the fact of wells for drinking water being contaminated because they are too close to the habitations; also that a very poor, ill-fed, ill-clad, class of population reside at Shaikh Othman, and have not the stamina to survive any duration of illness. Shaik Othman, is a general rallying ground for deportees from Aden and for any begging and starving population coming from the interior, and besides many invalids come there from the interior for free medical treatment: this helps to swell the mortality, already high.

For these reasons we particularly wish to protest against the introduction of the water-supply and sanitary system should such be contemplated: on the other hand, we are quite ready to admit that there is considerable scope for improvement in the scavengering of this Settlement, and have no objection to meet the cost of such and other necessary improvements which may from time to time be taken in hand as the finances drawn from moderate taxation admit.

In conclusion, we would again impress on your Excellency that the proposed sudden and heavy rise in taxation will irretrievably ruin Aden, both as a trading and coaling port; and we venture to suggest

that the bringing into force of the present proposed assessment and taxes be postponed, and a large committee, including representatives of all the various communities, householders, and trading interests, be formed to consider the best method of equitable taxation for Aden.—We have, &c.—

No. 731 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 12th August 1909.

The SECRETARY to GOVERNMENT,
FINANCE DEPARTMENT,
Bombay,

SIR,—By request of my Committee, I have the honour to address you with reference to a Petition signed by Aden Merchants and Householders addressed to H. E. the Governor in Council with reference to some new taxes lately imposed upon the inhabitants of that place which, it is feared, will seriously hamper the commercial interests of the Port.

2. A copy of this petition was forwarded to this Chamber by the Aden Chamber of Commerce on June 26th and as various members of this Chamber are interested in the Commercial affairs of that Port my Committee circulated the Petition amongst those who had information on the subject and were qualified to give opinions of value. Replies have been received from several members of this Chamber, Ship Agents and Owners, Bankers, Merchants and others who are unanimously of opinion that the recent very heavy increase in taxation will be a serious burden upon the commercial community, and that the trade of Aden is bound to suffer in consequence. My Committee have carefully considered the Petition, and the various letters received from members of this Chamber, and I have been requested to ask for information from Government regarding the necessity for these new taxes, and to what extent, if any, they are being raised to further the commercial interests of the Port.

3. In their letter, the Aden Chamber of Commerce point out that if Aden is to continue to exist as a Commercial Port of any value, the burdens on trade and shipping must be kept as low as possible, and as regards the imposition of the new taxes, they particularly allude to

the fact that the commercial community and the inhabitants were not given proper facilities or time to make full inquiries and to present their views on the subject. It appears from the petition and from replies received by this Chamber that the object for which the money is being raised has not been definitely stated but it is understood that the Resident has recommended a very expensive Water-Supply and Sewage Scheme to Government, which does not however appear to be generally approved of locally. It has been suggested by some who are interested in the trade of Aden that Government are not anxious to encourage the commercial interests of the Port, and if there should be any truth in this statement, my Committee will be glad to be informed, so that the position may be clearly understood.

4. It appears, however, to be a fact that if the commercial community of Aden are unduly taxed, the trade will be driven to the neighbouring port of Djibouti where it is understood the Authorities are offering all possible facilities to traders to induce them to establish business at that place. Djibouti, my Committee are informed, is the natural outlet of the produce of Abyssinia, Somaliland and to some extent for Hodeidah also, and imports from these places, which in the past have largely come to Aden, are certain to be diverted to Djibouti, whose trade has considerably increased in recent years, if Government do not encourage these supplies to come to the Port of Aden. The Coal trade, it is further pointed out, has largely declined owing in some measure to the competition of merchants at Perim and Djibouti, where my Committee are informed there are no Port charges, and partly to the fact that many steamers are now able to carry sufficient coal from Port Said to Bombay or Colombo, which does away with the necessity of calling at Aden for supplies. This loss of trade is a matter of considerable importance to those who are established at Aden, and the new taxation now imposed will add to the cost of coal supplies on hand which will further handicap the trade of the Port. For these reasons and others, which make out, it is thought, a good case for reconsideration my Committee venture to hope that the question will be taken up by Government, and that it will be specially considered from the trade point of view, which so far as my Committee can judge from the correspondence has been more or less overlooked by those who drew up a scheme necessitating such greatly increased taxation upon the commercial community and

inhabitants of the place which can never be much more than a Port of call, and a convenient place, if charges are kept sufficiently low, for the importation of produce and other articles from adjacent countries.—I have, etc.

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE.
BOMBAY, 13th August 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Aden.

SIR,—I am directed to acknowledge receipt of your letter No. 136 of the 26th June last, together with a copy of a petition submitted to His Excellency the Governor of Bombay in Council, regarding the new taxes now being imposed in Aden.

In reply, I am to forward, for your information, a copy of a letter my Committee have addressed to the Bombay Government on the above subject.—I am, etc.

J. B. LESLIE-ROGERS.
Secretary.

No. 4964 of 1909.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 23rd September 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 731 of August 12th, regarding the recent introduction of a revised scale of taxation in the Settlement of Aden, and to reply thereto as follows.

2. The Chamber commit themselves, in the letter under reference to the statements that Government have sanctioned a very heavy increase of taxation forming a serious burden on the commercial

community, and that the trade of Aden is bound to suffer in consequence. The Chamber further enquire whether it is a fact that Government are not anxious to encourage the commercial interests of the Port. It appears from these remarks that the Chamber have not placed themselves in possession of the facts of the case before proceeding to address Government.

3. Until recently the following taxes were levied in Aden :—

		Rs.
A.	Sweeping tax	11,106
	Watering tax	3,108
	Privy tax	6,684
	Total A.	Rs. 20,898
B.	Local tax	36,639
	Tax on animals	24
	Endorsement fee	171
	Fee for weights	3
	Total B.	36,837
	Grand Total	Rs. 57,735.

These taxes having been found unsatisfactory inasmuch as they enabled holders of valuable property to escape with an entirely inadequate contribution towards the expenditure of the Settlement while pressing heavily on the poorer residents of Aden, have been replaced by the following :—

		Rs.
A.	Conservancy tax at 3 per cent.	20,000
B.	House and property tax at 6 per cent. ...	56,000
	Tax on vehicles	3,000
	Licenses	15,000
	Total B.	Rs. 74,000
	Grand Total	Rs. 94,000

4. The increase in taxation thus amounts to Rs. 37,000, or less than Re 1 per head of the population (43,000). Further, of this increase Rs. 20,000 falls on the Port Trust property, the Italian Salt Works, and Sheikh Othman property, which had hitherto escaped all taxation, for which there is clearly no justification. His Excellency the Governor in Council is quite unable to admit that the remaining increase of Rs. 17,000 on Rs. 57,735, formerly levied, can fairly be described as a serious burden on the commercial community. It is clearly unfair to describe a 6 per cent. property tax and a 3 per cent. conservancy tax as a serious burden on trade. Such rates prevail in many small municipalities and in numerous Cantonments of this Presidency, and are accepted as reasonable. It is this 6 per cent. property tax which secures the due taxation of property that has hitherto escaped its proper share of local taxation. The 3 per cent. conservancy tax is merely the equivalent, in yield and incidence, of the old sweeping, watering and privy taxes (see A above).

5. I am next to observe that the fears manifested in the Chamber's representation regarding the future of trade in Aden appear so far groundless. The trade of Aden has been increasing steadily since 1904-05 as follows :—

	Rs.	
1904-05	918	lakhs.
1905-06	988	„
1906-07	994	„
1907-08	903	„
1908-09	1,155	„

ending with a large rise in 1908-09. The decrease in 1907-08 coincides with a general period of slack trade. The number of European firms doing business at Aden has increased, and His Excellency the Governor in Council at present finds no reason to consider that the time for revising the scale of taxation in the Settlement is inopportune.

6. Finally, with regard to the enquiry concerning the objects to which the proceeds of this increased taxation are to be devoted I am to remark that Aden has for many years been in need of an adequate, cheap, and satisfactory water-supply. This Government has only recently given a grant-in-aid of Rs. 30,000 to defray the cost of preliminary investigations into the new water-supply

scheme. At present, the residents of Aden and Sheikh Othman have either to be content with impotable water or to pay heavily to the owners of condensers for a regular supply. The Secretary of State has on several occasions pressed on the attention of this Government the desirability of rendering the Settlement less unhealthy by improving the sanitation of the place. It is unlikely that the provision of a proper water-supply and drainage scheme will operate against the trade interests of the port. At most, these improvements may be found to reduce the profits of the present owners of condensers.

7. His Excellency the Governor in Council is of opinion, however, that quite apart from the urgent sanitary requirements of the Settlement, a revision of taxation was necessary and desirable to secure a fair and equitable distribution on local property owners. He finds nothing in the representation submitted by the Chamber to show that this is not the case.—I have, &c.,

L. ROBERTSON.
Acting Secretary to Government.

No. 864 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 7th October 1910.

The SECRETARY, CHAMBER OF COMMERCE,
Aden.

DEAR SIR,—With reference to recent correspondence regarding the introduction of a revised scale of taxation in the Settlement of Aden, I am directed by my Committee to forward for your information a copy of a letter from the Government of Bombay on the subject.

In para. 3 of this letter, it is stated that the total taxes formerly levied amounted to Rs. 57,735, whilst under the revised scale the total reaches Rs. 94,000.

My Committee are desirous of ascertaining what percentage of the old and new taxes is borne by the trade and commerce of the port, and I shall be much obliged if you can furnish me with the information.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

CHAMBER OF COMMERCE,
ADEN, 22nd October 1909.

No. 169 of 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I have your favour of 7th instant, covering copy of a letter from the Government of Bombay, regarding the new taxation for Aden.

In reply, to your query, it is difficult without assistance from the Aden Settlement officials to arrive at the figures directly affecting the trade of this Port, and from the enclosed copies of correspondence exchanged, you will observe there appears to be a certain amount of reluctance to furnish such information.

I will endeavour to obtain some idea of the actual burden on trade, and hope to address you again in this connection shortly. In the meantime, I may say all the license fees and all the assessments on business premises and wharves are direct taxes on trade, while the assessment on Port Trust property is really another burden on the trade of the Port, because it is a charge on the funds collected from the trade and shipping here.—I am, &c.,

E. S. MURRAY,
Honorary Secretary.

No. 162 of 1909.

ADEN, 30th September 1909.

The CHAIRMAN, ADEN SETTLEMENT COMMITTEE,
Aden.

SIR,—I am directed to enquire whether there is any objection to copies of the Minutes of Proceedings of the Meetings of the Aden Settlement Committee and the annual accounts being furnished regularly to this Chamber in the same way as is courteously done by the Port Trust.—I have, &c.,

E. S. MURRAY,
Honorary Secretary.

No. 2240 of 1909.

ADEN SETTLEMENT OFFICE,
13th October 1909.

The HONORARY SECRETARY, CHAMBER OF COMMERCE,
Aden.

SIR,—In reply to your letter No. 162 of the 30th ultimo, I have the honour to inform you that your letter was duly put before the Executive Committee, who regret that they are unable to comply with the Chamber's request. Should, however, at any time any question arise, which in the opinion of the Executive Committee concerns the interests of the Chamber of Commerce, it will be pleased to send a copy of its resolution on the subject to the Chamber.

2. With regard to the accounts, the Chamber's attention should be drawn to Rule 22 of the Rules published under Government Notification No. 3512, dated 9th July 1909.—I have, &c.,

W. M. P. WOOD, Captain,
Executive Officer, Aden Settlement.

(Rule 22. The Accounts when passed shall be published in such manner as the Resident may direct).

No. 998 of 1909.

CHAMBER OF COMMERCE,
Bombay, 26th November 1909.

The SECRETARY TO GOVERNMENT, GENERAL DEPARTMENT,
Bombay.

SIR,—I beg to acknowledge the receipt of your letter No. 4964 of the 23rd September 1909, regarding the recent introduction of a revised scale of taxation in the Settlement of Aden, and thank you for the information contained therein, which fully explains the question at issue, as requested by my Committeee in their letter to Government, No. 731 of August 12th.

2. With reference to your second paragraph, I have however the honour to observe that as the Chamber committed themselves to no

statements, the conclusion arrived at that my Committee had not placed themselves in possession of the facts before proceeding to address Government is hardly a correct inference. If you will be good enough to refer to the Chamber's letter, you will see that what they did was to pass on and comment upon information they had received from Aden and from Merchants, Bankers and Ship Owners in Bombay, who are interested in that Port, with a request that Government would be good enough to explain the position and give full information on the various points at issue which seemed to my Committee at that time to be a very desirable and necessary step.

3. This you have been good enough to do; but my Committee are unable to confirm the conclusion you arrive at that the trade of Aden has been increasing steadily since 1904-05. In support of this statement you give the following figures:—

	Rs.	
1904-05	918	lakhs.
1905-06	938	„
1906-07	994	„
1907-08	903	„
1908-09	1,155	„

but these totals include the imports and exports of treasure, whereas Merchandise only is the true test of progress.

4. The imports and exports of merchandise for the same period were as follows, and from these figures it will be seen that the trade of Aden is not increasing:—

	Rs.	
1904-05	926	lakhs.
1905-06	879	„
1906-07	920	„
1907-08	785	„
1908-09 ...approximately	844	„

5. You refer also to the population of Aden as 43,000, but my Committee are informed that this figure includes Perim, the Military, ships at sea and in harbour, etc., who are not interested in the question now under discussion.

6. The point my Committee desired to call attention to was the increased taxation now to be borne by trade and commerce, and a view was expressed that if the trade of Aden is discouraged, the

imports and exports of merchandise will probably decrease. The resident trading population of such a place as Aden requires special consideration, and if business is discouraged and reduced, the burden of taxation must grow heavier. It was because my Committee were inclined to believe that trade interests had not been fully considered, that they ventured to address Government on the subject, and from your reply they are still inclined to think that their contention holds good.—We have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 1007 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 29th November 1909.

The SECRETARY, CHAMBER of COMMERCE,
Aden.

DEAR SIR,—With reference to previous correspondence regarding taxation in Aden, I beg to forward, for your information, the accompanying copy of a letter addressed to the Government of Bombay on the above subject.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

No. 6265 of 1909.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 8th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, No. 998, dated the 28th ultimo, regarding the introduction of a revised scale of taxation in the settlement of Aden, and to state that it will be laid before Government.—I have, etc.,

J. A. HYPHER,
for Secretary to Government.

APPENDIX D-1.

INDIAN COMPANIES ACT.

No. 7823 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 10th August 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a Bill further to amend the Indian Companies' Act, 1882, with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill.

2. I am to request that the reply to this letter may be sent to Government by the 10th September 1909 at the latest.—I have, etc.,

H. B. CLAYTON,
Under-Secretary to Government.

A Bill further to amend the Indian Companies' Act, 1882.

Whereas it is expedient further to amend the Indian Companies' Act, 1882; It is hereby enacted as follows:— [VI of 1882.]

Short title.

1. This Act may be called the Indian Companies' (Amendment) Act, 1909.

Insertion of new sections after section 73.

2. After section 73 of the Indian Companies' Act, 1882, the following shall be inserted, namely:— [VI of 1882.]

Payment of Interest out of Capital.

Power of Company to pay interest out of capital in certain cases.

"73A. Where any shares of a Company are issued for the purpose of raising money to defray the expenses of the construction of any works or buildings or the provision of any plant which cannot be made profitable for a lengthened period, the Company may pay interest on so much of that share capital as is for the time being paid up for the period and subject to the conditions and restrictions [8 Edw. 7, c. 69, s. 91.]

in this section mentioned and may charge the same to capital as part of the cost of construction of the work or building, or the provision of plant :—

Provided that—

(1) no such payment shall be made unless the same is authorized by the Company's articles of association or by special resolution ;

(2) no such payment, whether authorized by the articles of association or by special resolution, shall be made without the previous sanction of the Governor General in Council ;

(3) before sanctioning any such payment, the Governor General in Council may, at the expense of the Company, appoint a person to inquire and report to him as to the circumstances of the case, and may, before making the appointment, require the Company to give security for the payment of the costs of the inquiry ;

(4) the payment shall be made only for such period as may be determined by the Governor General in Council, and such period shall in no case extend beyond the close of the half-year next after the half-year during which the works or buildings have been actually completed or the plant provided ;

(5) the rate of interest shall in no case exceed four per cent. per annum or such lower rate as the Governor General in Council may by notification in the *Gazette of India*, prescribe ;

(6) the payment of the interest shall not operate as a reduction of the amount paid up on the shares in respect of which it is paid ;

(7) the accounts of the Company shall show the share capital on which, and the rate at which, interest has been paid out of capital during the period to which the accounts relate ;

X of 1895. IV of 1902. (8) nothing in this section shall affect any Company to which the Indian Railway Companies' Act, 1895, or the Indian Tramways' Act, 1902, applies.

Re-issue of Redeemed Debentures.

[8 Edw. 7, c. 69, s. 1904.]

"73 B.* (1) Where either before or after the passing of this Act a Company has redeemed any debentures previously issued, the Company, unless the articles of association or the conditions of issue expressly otherwise provide, or unless the debentures have been redeemed in pursuance of any obligation on the Company so to do (not being an obligation enforceable only by the person to whom the redeemed debentures were issued or his assigns), shall have power, and shall be deemed always to have had power, to keep the debentures alive for the purposes of re-issue, and where a Company has purported to exercise such a power, the Company shall have power, and shall be deemed always to have had power, to re-issue the debentures either by re-issuing the same debentures or by issuing other debentures in their place and upon such a re-issue the person entitled to the debentures shall have, and shall be deemed always to have had, the same rights and priorities as if the debentures had not previously been issued.

Power to re-issue redeemed debentures in certain cases.

(2) Where with the object of keeping debentures alive for the purpose of re-issue they have either before or after the passing of this Act been transferred to a nominee of the Company, a transfer from that nominee shall be deemed to be a re-issue for the purposes of this section.

(3) Where a Company has either before or after the passing of this Act deposited any of its debentures to secure advances from time to time on current account or otherwise, the debentures shall not be deemed to have been redeemed by reason only of the account of the Company having ceased to be in debit whilst the debentures remained so deposited.

(4) The re-issue of a debenture or the issue of another debenture in its place under the power by this section given to, or deemed to have been possessed by a Company, whether the re-issue or issue was made before or after the passing of this Act, shall be treated as the issue of a new debenture for the purposes of stamp-duty, but it shall not be so treated for the purposes of any provision limiting the amount or number of debentures to be issued.

Provided that any person lending money on the security of a debenture re-issued under this section which appears to be duly

stamped may give the debenture in evidence in any proceedings for enforcing his security without payment of the stamp-duty or any penalty in respect thereof, unless he had notice or, but for his negligence might have discovered, that the debenture was not duly stamped, but in any such case the Company shall be liable to pay the proper stamp-duty and penalty.

(5) Nothing in this section shall prejudice—

(*a*) the operation of any decree or order of a Court of competent jurisdiction passed or made before the date of the passing of this Act as between parties to the proceedings in which the decree was passed or the order made, and any appeal from any such decree or order shall be decided as if this Act had not been passed ; or

(*b*) any power to issue debentures in the place of any debentures paid off or otherwise satisfied or extinguished, reserved to a Company by its debentures or the securities for the same."

STATEMENT OF OBJECTS AND REASONS.

THE object of this Bill is to make provision for the payment of interest out of capital by Companies during the period of construction of works or buildings, and to grant to Joint Stock Companies the power to re-issue redeemed debentures in certain circumstances. The amending clauses follow, with the necessary modifications, clauses 91 and 104 of the Companies (Consolidation) Act, 1908 (8 Edw. 7, ch. 69).

The 16th July, 1909.

W. L. HARVEY.

No. 792 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 4th September 1909.

The SECRETARY to GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 7823 of the 10th August 1909 together with a copy of a Bill further

to amend the Indian Companies Act, 1882; and in reply I am to say that my Committee approve of the Bill and have no remarks to offer.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

No. 9492 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30th September 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of the letter from the Government of India, Department of Commerce and Industry, No. 4089-4103-24, dated 9th June 1909, regarding the assimilation of the law relating to Joint Stock Companies in India to that obtaining in England, together with a copy of the letter from Mr. A. C. Rice, A. C. A., Chartered Accountant, Bombay, dated 28th August 1909, suggesting modifications in the clause referring to appointments of auditors to the Companies in India, and to request that you will be so good as to favour Government with the opinion of the Chamber on the proposals referred to in them.

2. I am also to append a copy of the English Companies (Consolidation) Act, 1908, which may be returned with your reply.—I have, etc.,

H. B. CLAYTON,
Under Secretary to Government.

DEPARTMENT OF COMMERCE AND INDUSTRY (COMMERCE AND TRADE).

No. 4089—4103—24, dated 9th June 1909.

To the SECRETARY to the GOVERNMENT of BOMBAY,
Revenue Department.

SIR,—The Government of India have under consideration the question of the revision of the Indian Companies Act, 1882 (VI of 1882), on the lines of the Companies (Consolidation) Act, 1908 (8 Edwd. 7, ch. 69), with the object of assimilating the Indian law to

that obtaining in England, and I am accordingly to request that the Government of India may be furnished with the opinion of His Excellency the Governor in Council as to the suitability of the provisions of the English Act for adoption in India.

2. I am to explain that it is not intended to include in the new law provisions relating specifically to Life Assurance Companies. This matter is being separately dealt with in the light of the replies received to my letter No. 10569—10583-176, dated the 16th December 1907.

3. I am to add that the Government of India would further be glad to receive any suggestions as regards amendments in the Indian Companies Act which are considered of importance but which do not fall within the provisions of the English Act.

4. I am also to ask that the views of the Chambers of Commerce and other similar mercantile association may be obtained and submitted to the Government of India.—I have, etc.,

M. M. GUBBAY,
Under Secretary to the Government of India.

Dated 28th August 1909.

To the SECRETARY to the COUNCIL of HIS EXCELLENCY the GOVERNOR for MAKING LAWS and REGULATIONS, BOMBAY.

SIR,—It is very gratifying to note that the Indian Companies Act is to be overhauled and brought up to the present standard of the Companies Act in England.

2. Might I suggest the advisability of the clause referring to appointment of auditors to the Companies in India to be worded "That an auditor of the Company must be a Chartered Accountant, Incorporated Accountant, or a person carrying on public practice as an Accountant."

3. There are at the present moment many an auditor to the Indian Companies, who are just there to sign the accounts and meet the requirements of the Indian Companies Act, whose knowledge of auditing is limited to signing the Balance Sheet and pocketing the fees.

4. 'During my experience of over six years in the United Kingdom 'I have seen the shortcomings of the clause referring to the appointment of auditors, and a perusal of the accompanying article on Defective Audits and Frauds will show the need for the amendment of the clause referring to the appointments of auditors. When such advantages of the wording of the Companies Act are taken by the people of England, whose education is far advanced to that of any other country, India in her ignorance could do more, and if the interest of the Indian public and shareholders is to be safeguarded against such malpractice, the only means is to define in the Act as to who shall be the auditors of the Company, and certain penalty imposed for not complying with the requirements of the Act.

5. I feel confident that with the passing of the Professional Accountants Bill in England, which has been presented to the English Parliament recently, the clause effecting the appointment of auditors shall be worded on a similar line as I have mentioned. 'This is the opportune moment to insert such a clause in the Indian Companies Act which is undergoing amendments. If this is left to a future date, then the practice of amateur auditors' appointments must go on much to the detriment of the Indian public and professional accountants who, I may say, are increasing in India every year.

6. I hope the Government of India will give impetus to this letter and do the needful.—I am, etc.,

ARTHUR C. RICE.

'DEFECTIVE AUDITS AND 'FRAUD.

As bearing upon the subject of the articles that have recently appeared in these columns under the above heading, a provincial correspondent has forwarded to us a cutting from the *Birmingham Daily Mail* of the 10th February 1909, which contains an account of the public examination of the officials of the West Bromwich Permanent Money Society before his Honour Judge Smith in the West Bromwich County Court.

'It is unnecessary for us to concern ourselves with the causes that have led to the winding up of this Society, but the evidence of the two auditors is well worthy of consideration, as bearing upon the

plea that we have already put forward for additional legislation providing effectively for an efficient audit of the accounts of all concerns in which the savings of the poorer classes are likely to be invested. One Knight, of West Bromwich, upon being examined before his Honour Judge Smith, stated that he was a vanman, and had acted as auditor of the abovenamed Society during 1902, 1903, 1904 and 1905. He was first connected with the Society, he said, as an investing member and was asked to act as auditor by Hale, the Secretary. He was not appointed by a meeting of the committee or members, and had never attended a meeting, neither had he ever signed the Balance Sheet produced at any meeting. Witness added that he knew nothing about accounts, but that Hale had pressed him to take the position. There were no books produced, but Hale made out the Balance Sheet in lead pencils because he said if there was any mistake it would be more easily rectified. Witness admitted that he did not see the Post Office or Bank Book, nor read the certificate the auditors had to sign, nor did he see any books at all. He left everything to Hale, and received 2s. 6d. or 5 shillings for auditing.

The second auditor, one Hunt, also of West Bromwich, described himself as an engine driver, and stated that he had acted as auditor for 1903-04 and 1905. Like Knight, he had been appointed by Hale, although he had informed Hale that he was not a scholar, and knew nothing about accounts. He never attended a meeting, did not know that there was any meeting, had never read the Balance Sheets before signing them, and if he had done so he would not have understood them, nor did he read the auditor's certificate, or ever see any books. He left everything to Hale and trusted to his honesty. Witness added that the most he received for auditing was 4 shillings. The Secretary, Hale, being recalled, denied many of the statements made by these witnesses, and asserted that the auditors had an opportunity of seeing the books and going through them. This disclaimer may, of course, interest Hale, but it in no way affects our present argument. Here unfortunately is the case of a society whose accounts are audited by two members who admittedly are so ignorant that even if they did have an opportunity of comparing the accounts they signed with the books they would be unable to make any reasonable use of it. Such an audit is obviously valueless as a protection to members generally, yet it represents a

a due compliance with the statutory requirements, and doubtless serves its desired purpose of reassuring existing members and attracting new ones. It is unnecessary to remark that the men of this class, who are incompetent to undertake the duties of auditors, are equally incompetent to appreciate the seriousness of what they are doing in accepting such position without fulfilling the duties attendant thereto. It is clearly waste of time to seek to arrive at a better state of things by endeavouring to impress upon them and others like them, the importance of an audit properly conducted. No useful reform can be expected until the Legislature has insisted upon the accounts of these concerns being regularly audited by persons who are properly qualified to do the work, and are of sufficient substance to be held responsible for any neglect with some reasonable prospect of advantage to those who have suffered in consequence. Imperfect as are the provisions of the Building Societies Act, 1894, it is beyond doubt that they have done much to improve the stability of Building Societies during the past fourteen years, and it is equally incontestable that the number of Building Society frauds has been greatly reduced since the introduction of the compulsory professional audit. As it is beyond reasonable doubt that the audit of friendly and other similar societies is, as a rule, just as inefficient as it well can be, it is only reasonable to suppose that similar advantages might be secured here by the introduction of similar regulations. At the same time matters have not stood still during the past fourteen years, and it ought not now be difficult to frame a clause which would more effectively secure what was then intended, that the responsibility of auditing these important undertakings should rest upon *bonâ fide* professional accountants, who have been properly trained to discharge their duties, and depend for their livelihood upon their ability so to do.

No. 884 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 16th October 1909.

The SECRETARY TO GOVERNMENT, REVENUE DEPARTMENT,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 9492 of 1909, dated 30th ultimo, forwarding a copy of letter

from the Government of India, regarding the assimilation of the Law relating to Joint Stock Companies in India to that obtaining in England together with a copy of a letter from Mr. A. C. Rice, A.C.A., Bombay, suggesting modifications in the Clause referring to appointments of auditors to the Companies in India.

2. In reply I beg to state that my Committee are not at present in favour of the amendment suggested by Mr. Rice as the field of choice is too limited, but in time such an amendment may be necessary and, even now, it would be advisable, if possible, in practice.

3. My Committee note that in Section 112 of the English Act and 74 of the Indian Act it is not stipulated that an Auditor must be a public Accountant and however desirable this may be it does not seem to be possible at present in this country.

4. It appears to my Committee, however, that, as Public Companies are rapidly growing in India, the time has now come for Government to form schools or classes of accountancy for a 3 or 5 years' course; a certificate to be then given on passing an examination. If this were done, there would, in the course of a few years, be many qualified men in this country holding Indian certificates, and the Act might then be amended so that the power of shareholders in appointing Auditors should be limited to men who had obtained Indian certificates or to those holding degrees of any recognised Accountancy Society, and so far as the former are concerned, my Committee consider that when the time comes, Government should reserve to themselves the power of withdrawing an Indian certificate for any serious irregularity which Government themselves should have the right to determine.

5. Trusting that this recommendation, which is put forward with the object of supplying a much-needed want, will meet with favourable consideration,—I have, &c.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
for Secretary.

APPENDIX D-2.

INDIAN FACTORIES ACT.

No. 4177 of 1909.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 9th August 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward herewith copy of a draft Bill to consolidate and amend the law regulating labour in factories, with the Statement of Objects and Reasons, and extract from proceedings of meetings of Council held on 30th July 1909, and to request that Government may be favoured with the opinion of the Chamber on the provisions of the draft bill by the 1st October next.—I have, &c.

R. E. ENTHOVEN,
Secretary to Government.

Marginal references:

A.—Existing Act.

B.—Commission's Draft.

A BILL

to

Consolidate and amend the law regulating labour in factories.

WHEREAS it is expedient to consolidate and amend the law regulating labour in factories; It is hereby enacted as follows:—

CHAPTER I.

PRELIMINARY.

1. (1) This Act may be called the Indian Factories Act, 190 .

Short title, commencement and extent.

(2) It shall come into force on ; and

(3) It extends to the whole of British India.

2. In this Act, unless there is anything repugnant in the subject or context,— Definition.

[B. cl. 35.] "Child." (1) "child" means a person who is under the age of fourteen years:

[A. s. 2.] "Employed." (2) a person who works in a factory whether for wages or not,—

(*a*) in a manufacturing process or handicraft, or

(*b*) in cleaning any part of the factory used for any manufacturing process or handicraft, or

(*c*) in cleaning or oiling any part of the machinery, or

(*d*) in any other kind of work whatsoever incidental to, or connected with, the manufacturing process or handicraft, or connected with the article made or otherwise the subject of the manufacturing process or handicraft therein,

shall be deemed to be employed therein:

[B. cl. 2 (7)]. "Actually employed." (3) a person shall not be deemed to be actually employed during any period notified under section 37 for which all work in a factory is discontinued:

"Factory." (4) "factory" means any premises wherein steam, water or other mechanical power is used in aid of any process for, or incidental to, making, altering, repairing, ornamenting, finishing or otherwise adapting for use, transport or sale any article or part of an article; and every part of a factory shall be deemed to be a factory except any part used exclusively as a dwelling.

Provided that nothing in this definition shall apply to—

(*a*) any indigo-factory, or

(*b*) any premises situated on and used solely for the purposes of a tea or coffee plantation, or

(*c*) any factory wherein less than fifty persons are on any day simultaneously employed.

(5) "mill-gearing" includes every shaft, whether upright, oblique or horizontal, and every wheel, drum, pulley, rope, driving strap or band, by which the motion of the first moving power is communicated to any machine:

"Mill-gearing."

"Prescribed."

(6) "prescribed" means prescribed by rules made under this Act:

"System of shifts."

(7) "system of shifts" means a system of relays in which the time of the beginning and ending of the actual employment of each person in each relay is fixed:

[B. cl. 7 (3)]

"Textile factory."

(8) "textile factory" means a factory wherein is carried on any process for or incidental to making, altering, repairing, ornamenting, finishing or otherwise adapting for use, transport or sale, cotton, wool, hair, silk, flax, hemp, jute, tow, china-grass, cocoanut fibre or other like material, either separately or mixed together, or mixed with any other material or any fabric made thereof:

Provided that print works, bleaching and dyeing works, lace warehouses, paper mills, flax scutch mills, rope works and hat works shall not be deemed to be textile factories: and

(9) "week" means the period between midnight on Sunday night and midnight on the succeeding Sunday night.

CHAPTER II.

INSPECTORS AND CERTIFYING SURGEONS.

Inspectors.

3. (1) The Local Government may, by notification in the local official gazette, appoint such persons as it thinks fit to be inspectors of factories within such local limits as it may assign to them, respectively.

[XLV of 1860].

(2) Every such inspector shall be deemed to be a public servant within the meaning of the Indian Penal Code.

(3) The District Magistrate shall have the powers of an inspector under this Act.

Powers of inspector.

4. Subject to any rules in this behalf, an inspector may, within the local limits for which he is appointed—

(*a*) enter, with such assistants (if any) as he thinks fit, any factory whenever he has reason to believe that any person is employed therein ;

(*b*) make such examination of the premises and machinery, and of the registers hereinafter prescribed and take on the spot or otherwise such evidence of any persons as he may deem necessary for carrying out the purposes of this Act ; and

(*c*) exercise such other powers as may be necessary for carrying this Act into effect.

Certifying surgeons.

5. The Local Government may appoint such persons practising medicine or surgery as it thinks fit to be certifying surgeons for the purposes of this Act within such local limits as it may assign to them respectively.

Grant of certificate.

6. A certifying surgeon shall, at the request of any person desirous of being employed in a factory situated within the local limits for which he is appointed, or of the parent or guardian of such person or of the manager of the factory in which such person desires to be employed, examine such person and grant him a certificate in the prescribed form, stating his age, as nearly as it can be ascertained from such examination, and whether he is fit for employment in a factory.

[B. cl. 6 (3).]

Authorization of medical practitioner's functions.

7. A certifying surgeon may authorize any qualified medical practitioner to exercise the functions assigned to him by section 6, and may revoke such authority :

Provided that a certificate issued by a medical practitioner so authorized shall not, unless confirmed on personal examination of the person named therein, by the certifying surgeon who conferred the authority, be valid after the first date subsequent to the issue thereof on which such certifying surgeon visits the factory in which the person named therein is employed.

CHAPTER III.

HEALTH AND SAFETY.

Sanitary provisions.

8. The following provisions shall apply to every factory :— [B. cl. 17.]

(*a*) it shall be kept clean, and free from effluvia arising from any drain, privy or other nuisance ;

(*b*) it shall not be so overcrowded while work is carried on therein as to be dangerous or injurious to the health of the persons employed therein ; [B. cl. 17.

(*c*) it shall be ventilated in such manner as to render harmless as far as practicable, any gases, vapours, dust or other impurities generated in the course of the work carried on therein that may be injurious to health. [B cl. 17].

Provision as to ventilation by fans in certain factories.

9. If in a factory in which any process is carried on by which dust or other impurity is generated and inhaled by the workers to an injurious extent it appears to the inspector that such inhalation could be to a great extent prevented by the use of a fan or other mechanical means, the inspector may serve on the manager an order in writing, directing that a fan or other mechanical means of a proper construction for preventing such inhalation be provided, maintained and used within a reasonable time. [B. cl. 18.]

Lighting.

10. (1) Every factory shall be sufficiently lighted. [B. cl. 19.]

(2) In the case of any factory which is not, in the opinion of the inspector, so lighted, the inspector may serve on the manager of the factory an order in writing, specifying the measures necessary for the attainment of a sufficient standard of lighting, and requiring him to carry them out before a specified date.

Purity of water used for humidifying.

11. In any factory in which humidity of the atmosphere is produced by artificial means, the water used for the purpose of producing humidity shall be taken either from a public supply of drinking water or from some other source of water ordinarily used for drinking, or shall be effectively purified to the satisfaction of the inspector before being used for the purpose of producing humidity. [B. cl. 20.]

[B. cl. 21.] 12. Every factory shall be provided with suitable latrine accommodation, and, if the Local Government so requires, with separate urinal accommodation for the persons employed in the factory.

Provision of latrines and urinal accommodation.

[B. cl. 22.] 13. In every factory there shall be maintained a sufficient water-supply for the use of the persons employed in the factory.

Water-supply.

[B. cl, 23.] 14. In every factory the construction of which is commenced after the commencement of this Act, the doors of each room in which more than thirty persons are employed shall, except in the case of sliding doors be constructed so as to open outwards.

Doors of factory to open outwards.

[B. cl. 24.] 15. (1) Every factory shall be provided with such means of escape in case of fire for the persons employed therein as can reasonably be required in the circumstances of each case.

Provision of means of escape in case of fire.

(2) In the case of any factory which is not so provided the inspector may serve on the manager of the factory an order in writing, specifying the measures necessary for providing such means of escape, and requiring him to carry them out before a specified date.

16. No smoking shall be permitted and no naked lights be used in the immediate vicinity of any inflammable material in any factory.

Precautions against fire.

[B. cl. 25.] 17. (*a*) Every fly-wheel directly connected with a steam-engine, water-wheel or other mechanical power in any part of a factory, every part of a steam-engine or water-wheel, and every other part of the machinery or mill-gearing of a factory which may, in the opinion of the inspector, be dangerous if left unfenced, shall, while the same is in motion, and

Fencing.

(*b*) every hoist or teagle and every hoist-well, trap-door or other similar opening near which any person is liable to pass or be employed, shall at all times be kept by the manager of such factory securely fenced to the satisfaction of, and in accordance with any orders given by the inspector.

18. No woman or child shall be allowed to clean any part of the mill-gearing or machinery of a factory while the same is in motion, or to work between the fixed and traversing parts of any self-acting machine while such machine is in motion by the action of the steam-engine, water-wheel or other mechanical power, as the case may be. [B. cl. 26.]

Prohibition of employment of women and children in certain dangerous work.

19. No woman or child shall be employed in any factory for pressing cotton in the vicinity of a cotton-opener. [B. cl. 27.]

Prohibition of employment of women and children in vicinity of cotton-openers.

Explanation.—If the feed-end of a cotton-opener is in a room separated from the delivery end by a partition extending from the floor to the roof, then women and children employed in the room in which the feed-end is situated shall not be deemed to be employed in the vicinity of the cotton-opener.

20. Any person on whom an order under section 9, section 10, section 15 or section 17 has been served may within seven days appeal against such order, to the Local Government or such authority as it may appoint in this behalf who may confirm, modify or reverse any such order. [B. cls. 18 (12) & 25 (3).]

Appeal from orders under sections. 9, 10, 15, or 17

CHAPTER IV.

Hours of Employment and Holidays.

21. In every factory there shall be fixed for each working day at intervals not exceeding six hours, period of not less than half an hour, during which all work shall be discontinued.

Periodical stoppage of work.

Exceptions.—Nothing in this section shall apply to—

(*a*) any factory in which a system of shifts approved by the inspector is in force, or

(*b*) any kind of work exempted from the operation of this section by rules.

22. (1) The manager of a factory shall allow not less than one whole holiday in each week to every person employed in such factory.

Weekly holiday.

(2) Unless the manager gives general or special notice to the inspector that in the case of all or any of the persons employed in his factory the holiday prescribed by sub-section (1) will be allowed on a day other than Sunday, such holiday shall be allowed on Sunday.

(3) Any person who is employed in any factory on a holiday fixed by or in pursuance of this section shall be deemed to be employed contrary to the provisions of this Act.

Exception.—Nothing in this section shall apply to any foreman, mechanic, artisan or labourer, working only in repairing either the machinery in or any part of a factory.

Power to exempt from sections 21 and 22.

28. Subject to the control of the Governor General in Council, the Local Government may, by notification in the local official Gazette, exempt any class of factories or any class of persons employed in factories from the operation of section 21 or section 22.

Employment of children.

24. With respect to the employment of children in factories, the following provisions shall apply :—

[B. cl. 9 (1).] (*a*) no child shall be employed in a factory unless he is in possession of a certificate granted under section 6 showing that he is not less than nine years of age and is fit for employment in a factory ;

[B. cl. 9 (2).] (*b*) no child shall be employed in any factory before half-past five o'clock in the morning or after seven o'clock in the evening ;

[B. cl. 9 (4).] (*c*) no child shall be employed in any factory for more than eight and a half hours in any one day ;

(*d*) no child shall be actually employed in any factory for more than seven hours in any one day.

Employment of women.

25. With respect to the employment of women in factories the following provisions shall apply :—

[B. cl. 11.] (*a*) no woman shall be employed in any factory, except a factory for ginning cotton, before half-past five o'clock in the morning or after seven o'clock in the evening ;

(*b*) no woman shall be actually employed in any factory for more than eleven hours in any one day.

26. No woman or child shall be employed on any day in any factory who has to the knowledge of the manager already been employed on the same day in any other factory. [B. cl. 12.]

Prohibition of employment of woman or child in two factories on same day.

27. The manager of a factory shall fix specified hours for the employment of each woman and child employed in such factory, and no woman or child shall be employed except during such hours.

Hours to be fixed.

CHAPTER V.

TEXTILE FACTORIES.

28. No person shall be actually employed in any textile factory for more than twelve hours in any one day.

Limit of actual employment in a textile factory.

Exception.—Nothing in this section shall apply to any case exempted by rules from the operation thereof.

29. No person shall be employed in any textile factory before half-past five o'clock in the morning or after seven o'clock in the evening.

Limit of total employment in a textile factory.

Exception.—Nothing in this section shall apply to any case exempted by rules from the operation thereof.

30. The period for which mechanical power is used in any textile factory shall not in any one day exceed twelve hours.

Limit of use of machinery in a textile factory.

Exception.—Nothing in this section shall apply to any case exempted by rules from the operation thereof.

31. Nothing in section 29 or section 30 shall apply to any factory for ginning cotton or for pressing cotton or jute, or to any factory in which a system of shifts approved by the inspector is in force.

Exceptions to sections 29 and 30.

32. No child shall be actually employed in any textile factory for more than six hours in one day.

Limit of actual employment of children in a textile factory.

33. The Governor General in Council may, by notification in the Gazette of India, apply all or any of the provisions of this Chapter to any other specified class of factories.

Power to extend certain provisions to specified class of factories.

CHAPTER VI.

NOTICES AND REGISTERS.

[B. cl. 34.] 34. (1) Every person shall, within one month after he begins to occupy a factory, send to the inspector a written notice containing the name of the factory and of the place where it is situate, the address to which he desires his letters to be directed, the nature of the work performed in such factory, the nature and amount of the moving power therein, and the name of the manager of the factory.

Person beginning to occupy factory to give notice.

(2) If the manager of the factory is changed, the occupier shall send to the inspector, within seven days from the date on which the change was made, written notice of the change.

[B. cl. 28.] 35. When any accident occurs in a factory causing death or bodily injury, whereby the person injured is prevented from returning to his work in the factory during the forty-eight hours next after the occurrence of the accident, the manager shall send notice of such accident to such authorities in such form and within such time as may be prescribed.

Notice to be given of accident.

(B. cl. 18.) 36. In every factory there shall be kept a register of the children (if any) employed in such factory, and of their respective employment, and a register of all other persons below the age of sixteen years employed in the factory.

Registers of children and of persons under the age of sixteen years.

(B. cl. 14.) 37. (1) There shall be affixed in some conspicuous place near the main entrance of every factory a notice in English and the language of the majority of the operatives in such factory showing for the current month—

Notice fixing hours of employment, etc.

(a) the periods during which all work is discontinued under section 21 ;

(*b*) any other periods of not less than half an hour during which all work is discontinued;

(*c*) the hours of beginning and ending work for each shift (if any);

(*d*) the hours of employment of women (if any);

(*e*) the hours of employment of children (if any) according to the different sets; and

(*f*) the dates of the holidays prescribed by section 22.

(2) A copy of the notice prescribed by sub-section (1) shall be sent to the inspector so as to reach him not later than the first day of each month.

CHAPTER VII.

RULES.

Power to make rules.

38. (1) Subject to the control of the Governor General in Council, the Local Government may make rules for the purpose of carrying into effect the provisions of this Act.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for—

(*a*) the inspection of factories;

(*b*) the manner in which inspectors are to exercise the powers conferred on them by this Act;

(*c*) the duties to be performed by certifying surgeons;

(*d*) the form of the certificate prescribed by section 6;

(*e*) the methods to be adopted in order to secure cleanliness and freedom from effluvia;

(*f*) the proportion which the number of cubic feet of space in any room shall bear to the number of persons employed at one time therein;

(*g*) standards of sufficient ventilation, and the methods to be adopted in order to secure their observance;

(*h*) standards of latrine and urinal accommodation;

(*i*) standards of water-supply;

(*j*) exemptions from the operation of section 21, section 28, section 29 or section 30, and the conditions on which such exemptions shall be granted ;

(*k*) the form of the notice prescribed by section 35, and the time within which and the authority to whom it shall be sent ;

(*l*) the form of the registers prescribed by section 36 ; and

(*m*) the manner in which appeals under this Act shall be presented and heard.

Returns.

39. The Governor General in Council may from time to time make rules requiring occupiers or managers of factories to furnish such returns, occasional or periodical, as may in his opinion be necessary for the effectual carrying out of this Act.

Prior publication of rules.

40. The power to make rules conferred by clause (*e*), clause (*f*), clause (*g*) and clause (*i*) of section 38 and by section 39 is subject to the condition of the rules being made after previous publication.

Commencement of rules.

41. Rules made under this Chapter shall be published in the local official Gazette or the Gazette of India, as the case may be, and shall thereupon have effect as if enacted in this Act.

CHAPTER VIII.

PENALTIES AND PROCEDURE.

Penalties.

42. Any manager of a factory who—

(*a*) employs any person, or allows any person to be employed, contrary to any of the provisions of this Act ;

(*b*) neglects to comply with any of the provisions of sections 8 and 10 for cleanliness, over-crowding, ventilation, and lighting ;

(*c*) neglects to comply with the provisions of section 11 ;

(*d*) neglects to provide latrine or urinal accommodation in accordance with the provisions of section 12 ;

(*e*) neglects to maintain a sufficient supply of water for the persons employed in accordance with the provisions of section 13 ;

(*f*) constructs and maintains any door in contravention of section 14;

(*g*) neglects to comply with any order of an inspector under sections 9 and 15;

(*h*) neglects to fence any machinery, mill gearing, hoist, teagle or opening as required by section 17;

(*i*) neglects to keep the registers prescribed by section 36;

(*j*) neglects to set up and maintain the notice required by section 37 or to send a copy thereof to the inspector;

(*k*) neglects to furnish any notice or return required by this Act or by rules made under it;

shall be punishable with fine which may extend to two hundred rupees:

Provided that—

(i) no prosecution under this section shall be instituted except by, or with the previous sanction of the inspector;

(ii) no prosecution under clause (*e*) or clause (*g*) of this section shall be instituted until either the time prescribed by section 20 for the presentation of an appeal has expired or such appeal, if made, has been determined;

(iii) no person shall be liable in respect of a repetition of the same kind of offence from day to day to a fine exceeding two hundred rupees, except— [1 Ed. 7, C. 22, s. 143.]

(*a*) where the repetition of the offence occurs after a prosecution has been instituted in respect of the previous offence; or

(*b*) where the offence is one of employing or allowing to be employed two or more persons contrary to the provisions of this Act.

Penalties for certain offences.

43. Any person who—

(*a*) wilfully delays an inspector in the exercise of any power under section 4, or fails to produce, on demand by an inspector, any registers or other documents, kept in pursuance of this Act, or conceals or prevents or attempts to prevent any person employed in a factory from appearing before or being examined by an inspector;

(*b*) smokes or uses naked lights in the immediate vicinity of any inflammable material in contravention of section 16 ; or

(*c*) does or omits to do any other act prohibited or prescribed by this Act or any order or rule made thereunder ;

shall be punishable with fine which may extend to two hundred rupees :

Provided that no one shall be required to answer any question or to give any evidence to criminate himself.

[A, s. 15 (2).] Using false certificate.

44. Any person who knowingly uses or attempts to use as a certificate granted to himself under section 6, a certificate granted to another person under that section, or who, having procured a certificate under the said section, knowingly allows it to be used or an attempt to use it to be made, by another person, shall be punishable with fine which may extend to twenty rupees.

[B, cl. 32.] Presumption as to employment.

45. If a person over the age of six years is found inside any room or other part of a factory in which any manufacturing press or work incidental to any manufacturing process is being carried on, he shall, until the contrary is proved, be deemed to be employed in that factory.

[A, s. 16.] Evidence as to age

46. When an act or omission would, if a person were under or over a certain age, be an offence punishable under this Act, and such person is in the opinion of the Court apparently under such age, it shall be on the accused to prove that such person is not under such age.

(2) A declaration in writing by a certifying surgeon that he has personally examined a person employed in a factory and believes him to be under or over the age set forth in such declaration shall, for the purposes of this Act, be admissible as evidence of the age of that person.

CHAPTER IX.

SUPPLEMENTAL PROVISIONS.

[A, s. 20.] Power to extend application of Act.

47. The Local Government may, by notification in the local official Gazette, apply all or any of the provisions of this Act to all or any factories, not

being indigo-factories or premises situated on and used solely for the purposes of a tea or coffee plantation, wherein any specified number of persons, not being less than twenty, are on any day simultaneously employed.

Special provision regarding computation of time.

48. The Local Government may, by notification in the local official Gazette, direct, in respect of any area in which the hours of the day are not ordinarily reckoned according to local mean time, that for the hours specified in section 24, clause (*b*), section 25, clause (*a*), and section 29, hours reckoned according to the standard of time ordinarily observed in such area shall be substituted :

Provided that no direction made under this section shall authorize a variation of more than fifteen minutes from the hours specified in the said sections.

Application to Crown factories.

49. This Act shall apply to factories belonging to the Crown. [A. s. 19.]

Powers to exempt from Act.

50. In case of any public emergency, the Local Government may, by an order in writing, exempt any factory from this Act to such extent and during such period as it thinks fit.

Exercise of powers by Governor General in Council.

51. The Governor General in Council may, if he thinks fit, exercise any power which is by this Act conferred upon the Local Government.

Repeal and savings.

52. The Indian Factories Act, 1881, and the Indian Factories Act, 1891, are hereby repealed: XV of 1881. XI of 1891.

Provided that all appointments made and all certificates given under the said Acts shall be deemed to have been made or given under this Act.

STATEMENT OF OBJECTS AND REASONS.

THE object of this Bill is to consolidate and amend the law in India relating to factories. The Indian Factories Acts of 1881 and 1891 will be repealed, and the new Act will take their place. The Report submitted by the Factory Labour Commission in 1908

disclosed the existence of abuses in factories, particularly in connection with the employment of children and the length of the hours for which the operatives generally were employed. The Commission made proposals with the object of checking these abuses, and also submitted proposals for strengthening the law on several points so that inspection might be more effective and the administration of the law improved. It is now proposed to undertake legislation to give effect to these recommendations in so far as they have been approved by Government. The opportunity has been taken to remodel the framework of the existing law, and to redraft several of its provisions.

2. The report of the Commission showed that excessive hours were not worked except in textile factories. The restrictions which it is considered necessary to impose in the case of textile factories are the following:—

(1) No person shall be actually employed for more than 12 hours in any one day.

(2) No person shall be employed before 5-30 in the morning or after 7 in the evening.

(3) The period for which mechanical power is used shall not in any one day exceed 12 hours.

(4) No child shall be employed for more than 6 hours in any one day.

Of the above restrictions, the second and third will not apply to any factory in which a system of shifts approved by the inspector is in force, nor to any factory for ginning cotton or for pressing cotton or jute. Power is also taken to grant exemption in special cases from restrictions (1), (2) and (3).

The Government of India will be empowered to extend by notification the provisions of the law relating to textile factories to any other specified class of factories should the necessity arise. In the case of non-textile factories, certain new restrictions have been proposed in the case of women and children, which are explained in the notes on clauses 24 and 25.

3. The existing Act contains no substantive provisions providing for the health and safety of the operatives, except one section which

deals with the fencing of machinery. In accordance with the recommendations of the Factory Labour Commission, a number of provisions for securing the health and safety of the operatives have been included in Chapter III of the Bill. These provisions are in some cases borrowed from the English Factory and Workshop Act of 1901, and in others are based on rules which are already in force in several Provinces.

4. Several provisions have been inserted in the Bill with the object of making inspection more effective, increasing the powers of the inspectors and providing generally for the better administration of the Act. The existing law makes the occupier of the factory primarily liable for any breach of its provisions and of the rules and orders made thereunder. It has been found difficult to enforce this responsibility, and in the Bill it is now proposed that, in place of the occupier, the manager of the factory shall be held responsible when any offence is committed against the Act.

5. The important changes in the law are explained in the subjoined notes on clauses.

The 27th July 1909.

W. L. HARVEY.

Notes on Clauses.

Clause 2.—

Sub-clause (3).—A definition of the term "actually employed" has been inserted (*vide* section 10 (2) of the existing Act).

Sub-clause (4).—The words "for not less than four months in the whole in any one year" which occur in the definition of a "factory," in section 2 of the existing Act, have been omitted. The effect of this change will be to bring seasonal factories within the purview of the Act as recommended by the Factory Labour Commission.

Sub-clause (8).—A definition of the term "textile factory" has been inserted on the model of section 149 of the English Factory and Workshop Act, 1901.

Sub-clause (9.)—The meaning of the term "week" has been defined with reference to clause 22 which prescribes a weekly holiday. The effect of this definition is that, when another day is given as a holiday in lieu of the Sunday, any one of the six days immediately preceding the Sunday can be substituted.

Clause 3 (3).—Under the existing law the District Magistrate is, by virtue of his office, an inspector of all factories in his district. In future, while he will retain the powers of an inspector, he will not, unless specially appointed by the Local Government, be the inspector to perform in any local area the duties imposed on the inspector by the Act.

Clause 4 (c).—This provision reproduces section 119 (1) (*g*) of the English Statute. Clause (*c*) of section 4 of the existing Act is no longer necessary, as the employment of a child who is not in possession of an age certificate will be made an offence.

Clause 6.—As it is proposed that the possession of age certificates by children should be compulsory, the fee which is at present levied for the grant of such certificates will be abolished.

Clause 7.—It is considered probable that delay may sometimes occur before children, whom it is proposed to employ in a factory, can be passed for age by the certifying surgeon. In order to prevent the inconvenience which might thus be caused, this clause provides for the grant of a provisional certificate by a qualified medical practitioner authorized by the certifying surgeon.

Clause 8, 12 and 13.—In the present Act there are no substantive provisions dealing with ventilation, over-crowding, etc., and doubt has been expressed whether rules made under section 18, sub-section (1), clauses (*b*), (*c*) and (*d*), would be held by the Courts to be "consistent with the Act." To remove all doubt on this point, clauses 8, 12 and 13 have been inserted in the Bill. Clause 8 is based on section 1 of the English Statute.

Clause 9.—In several classes of factories, more particularly cotton-presses, rice-mills, flour-mills and paper-mills, the amount of solid impurities in the atmosphere is sometimes so large as to cause serious danger to the health of the operatives. In some of the better managed factories mechanical appliances have been used which entirely obviate this danger, and it is proposed that power should be taken to insist on the provision of such appliances wherever they are needed (*vide* section 74 of the English Statute).

Clause 10.—It is considered desirable that, in the interest of the operatives, the inspector should have power to insist on proper arrangements for lighting.

Clause 11.—The water used for humidifying purposes is in some cases drawn from impure sources. This clause has been framed on the model of section 94 (1) of the English Statute in order to rectify this. It imposes no burden on factories which have at present a supply of reasonably pure water.

Clause 14.—This clause, which is modelled on section 16 (2) of the English Statute, will provide a useful precaution against accidents.

Clause 15.—In many factories no adequate provision is made for the escape of the operatives from the upper storeys in case of fire. Most factories in India with more than one storey are cotton factories; and in view of the danger of fires occurring there and the rapidity with which they spread, it is considered essential that this defect should be remedied. A provision similar to this clause will be found in section 14 of the English Statute.

Clause 16.—In order to secure the safety of the operatives, it is necessary that smoking and the use of naked lights in certain portions of the factory should be forbidden. The want of this precaution led to fires in two cotton-presses which resulted in serious loss of life.

Clause 17.—This clause reproduces section 12 of the present Act, with amendments requiring hoists or teagles, and hoist wells, trap-doors and other similar openings near which people are liable to pass or be employed, to be kept at all times fenced, the fencing to be to the satisfaction of, and in accordance with any orders given by, the local inspector. Experience has shown that hoists are more dangerous when at rest than while in motion, as there is then nothing to draw attention to the well.

Clause 18.—This clause is based on section 8 of the present Act. The prohibition of the employment of children in certain kinds of dangerous work has been extended to women.

Clause 19.—The object of this clause is to prevent the employment of women in front of the machines known as "openers" which are used in cotton-presses. A considerable number of women have been burnt to death in the past owing to fires occurring in the opener. The machine is of a dangerous character, and fires frequently occur owing to the presence of matches in the raw cotton or to sparks caused by stones or similar bodies coming in contact with exposed portions of the metal works, inside the opener.

Clause 21.—Under section 5-A of the present Act, in every factory, except where a system of shifts is in force, there must be a stoppage of all work for half an hour between noon and two o'clock. In place of this, the Bill prescribes that in every factory there shall be fixed, at intervals not exceeding six hours, periods of not less than half an hour during which all work shall be discontinued. It is considered that under the conditions prevailing in India no operative should be required to work for more than six hours continuously, and that the law should make this clear. Provision is made for exempting any specified kinds of work from the stoppage by sub-clause (*b*), and clause 23 empowers the Local Government to exempt specified classes of factories altogether.

Clause 22.—This clause is based on section 5-B of the present Act, but its provisions have been redrafted. It provides that when a day other than Sunday is given as the weekly holiday, general or special, notice must be given to the inspector. Clause 23 empowers the Local Government to exclude any class of factories, or any class of persons employed in factories, from the weekly holiday. The term "week" is defined in clause 2 (9).

Clause 24.—This clause is based on section 7 of the present Act, but certain important amendments are proposed. At present no child may be employed if he is under nine years of age; in future he must be in possession of a certificate that he is not less than nine years of age and is fit for employment in a factory. At present no child may be employed except between 5 A.M. and 8 P.M. In future the limits will be 5-30 A.M. and 7 P.M. The provision prescribing an interval of rest during the period of employment has been omitted, but a new sub-clause has been inserted, providing that no child may be employed for more than eight and-a-half hours in any one day from the time at which he first arrived at the factory.

Clause 25.—This clause follows section 6 of the present Act. As in the case of children the hours during which the employment of women is permissible have been shortened. Exceptions to the general rule in this matter will be allowed only in cotton-ginning factories. No exception will be made as under the present law in the case of factories which work in shifts. The intervals of rest amounting in the aggregate to 1½ hours prescribed for women by the present law are found in practice to be too long and are seldom

taken advantage of and the provision prescribing them has been omitted. The general power of exemption from the provisions of section 6 of the existing Act vested in the Governor General in Council is not reproduced.

Clause 27.—This provision is considered necessary in order that inspection may be effective and compliance with the law secured.

Clause 34.—This clause reproduces section 14 of the existing Act and requires, in addition, that, if the manager is changed, notice shall be given to the inspector within seven days.

Clause 36.—This clause prescribes, in addition to the registers required under section 9 of the present Act, the maintenance of a register of persons under the age of 16 years. It is thought that this register will be of assistance to the inspector in detecting cases of the employment, as full-timers, of children who are under, but near the age of 14.

Clause 37.—This clause is based on section 10 of the present Act, but is fuller and more complete.

Clauses 38 to 41.—These clauses are based on section 18 of the existing Act. Sub-clause (*a*) of section 18, regarding the fencing of machinery, has been omitted, as clause 17 makes further provision for this matter unnecessary.

Clause 42.—Section 17 of the present Act provides that every occupier of a factory shall be deemed primarily liable for any breach of the Act or of any order or rule made thereunder. It has been found difficult in practice to enforce the responsibility which the law has placed on the occupier, and it is now proposed to take a different course. This clause makes the manager of a factory liable to punishment for offences against the Act. Proviso (*iii*) follows section 143 of the English Statute.

Clause 43.—For the proper administration of the Act it is essential that the inspector should be protected from interference in the discharge of his duties. Sub-clause (*a*) has therefore been inserted on the model of section 199 (3) of the English Statute, Sub-clauses (*b*) and (*c*) provide for the punishment of persons, other than the manager, for offences against the Act.

Clause 44.—The word "knowingly" has been substituted for the word "corruptly" which occurs in section 15 (2) of the existing Act. The former is the recognised statutory word and the one used in section 139 of the English Statute.

Clause 45.—This clause is intended to remove a difficulty which is often experienced in proving that children under age, who are found by the inspector in a factory, have been employed there. It is not considered possible to prohibit the presence in factories of such children, but the clause provides that, if any person above the age of six years is found in any part of a factory, where any manufacturing processes are carried on, he shall be deemed to be employed there, unless the contrary is proved.

Clause 48.—In any place where the hours of the day are ordinarily computed by local mean time, no difficulty will arise in observing the hours for beginning and ending work prescribed by clauses 24, 25, and 29 of the Bill. But where the hours of the day are reckoned according to Indian standard time, there might be wide variations in the actual time of starting and stopping work at different places. At Karachi, for instance, mills might start work ninety minutes earlier in the day than those in Calcutta. This clause therefore empowers each Local Government, to fix once for all, for each industrial centre where standard time is recognized, the equivalent of 5-30 A.M. and 7 P.M. local mean time in terms of Indian standard time to the nearest quarter of an hour.

Extract from the Proceedings of the Council of the Governor General of India, assembled for the purpose of making Laws and Regulations under the provisions of the Indian Councils Acts, 1861 & 1892 (24 & 25 Vict., c. 67, and 55 & 56 Vict., c. 14).

The Council met at the Viceregal Lodge, Simla, on Friday, the 30th July 1909.

* * * * * *

INDIAN FACTORIES BILL.

The Hon'ble MR. HARVEY: "I beg to move that leave be given to withdraw the Bill which was introduced in Council on the 29th September 1905 to amend the Indian Factories Act of 1881, and also to introduce a new Bill to amend and consolidate the Factory

Law in India. Were the provisions of this measure confined to the improvement of the law in minor matters where the experience of the last eighteen years has shown changes to be desirable, it would not be necessary for me to say much, for the amendments of the kind which are proposed are fully explained in the Statement of Objects and Reasons and the Notes on Clauses. But the legislation to which the sanction of this Council will be asked includes changes in the law which are far-reaching in their character; they have already aroused a great deal of public interest and we must expect that they will again be widely canvassed. I may say at once that we propose to regulate by law the hours of work of all operatives in the largest and most important class of factories, and I think that the public are entitled to expect a full statement of the reasons which have led to this new departure in Indian Factory legislation. I must therefore ask the indulgence of the Council if I treat this part of our proposal at some length.

"It is necessary in the first place to touch briefly on the various enactments which have been passed in respect of factories. It was not until 1881 that the legislature attempted in any way to regulate the conditions of factory labour in India and the measure passed in that year provided only for a minimum amount of interference. It contained clauses providing for the fencing of machinery, the reporting of accidents, and the inspection of factories by Government inspectors. It also contained, as originally introduced, provisions which prohibited the employment of persons of less than seven years of age, and limited the hours of work of children (*i. e.*, persons under twelve years of age) to six in the day, and of young persons (*i. e.*, persons between the ages of twelve and sixteen) to eight in the day. In the Act as finally passed, however, no reference was made to young persons, and the working hours of children were fixed at nine hours. No attempt was made to restrict the employment of adults, whether male or female, in any respect whatever. The existing factory law was brought into its present shape in 1891 when the Act of 1881 was amended in accordance with the recommendations of a Commission which sat in 1890 under the presidency of Sir A. Lethbridge. The maximum age of children was raised from twelve years to fourteen, the working day of women was limited to eleven hours, and of children to seven hours, and a compulsory midday stoppage and a weekly holiday on Sundays were prescribed

for all operatives; but except in the two matters last mentioned no restriction was placed on the hours of work of adult male operatives. The Commission had been specially asked to report whether the male operatives desired that a general working day should be fixed by law, and if so, of what length it should be and whether, if the change were not desired by the operatives themselves, the conditions under which they worked demanded that it should be enforced. To this questions they replied that all factories worked daylight hours, the average day being 12 hours, but longer in the hot weather than in the cold weather. They were of opinion that the operatives as a whole desired that this state of things should be continued, and that there was nothing in the conditions under which they worked which called for any legislative restriction of their hours of labour. Their opinion was accepted by Government and the Act of 1891 was framed accordingly.

"This Act was generally accepted at the time as a satisfactory solution of the questions which had been raised. In addressing this Council on the day the Bill was passed the President Lord Lansdowne said:—'We believe that the effect of our measure will be to place factory labour in India on a proper footing, and that our Bill will be accepted here and at home, not, as the Hon'ble Mr. Nugent would have us believe, as a mere prelude to still further restrictions, but as a settlement as final as any settlement of such a question can be.' After such a statement from the head of the Government which was responsible for the Act of 1891, any critic of our measure is entitled to ask why the whole subject is now to be re-opened, and why the mill industry of India is to be called on to submit to new restrictions. That is a perfectly fair question, though I doubt whether it would be asked by any person who had followed closely the course of events during the last four or five years. In any case the answer is a simple one. The conditions which prevailed in 1891 have been radically altered. Had all factories continued to work daylight hours, it is improbable—I give my own opinion for what it is worth—that Government would have been called on to interfere afresh. But under the changed conditions it has been proved beyond possibility of doubt that abuses may arise which cannot be allowed to go unchecked.

"In 1891, there was not, I believe, a single electric light installation in any factory in India, but in 1893 electric installations were set

up in one or two factories in Bombay, and it is a matter of common knowledge that the number of these installations has steadily increased until in Bombay, at any rate, the factory which is without one is an exception to the general rule. The result of this change is that the security which Government formerly had, that the operatives would not be employed for more than twelve hours a day on the average throughout the year, has completely disappeared, and both the employers of labour and the operatives themselves are now exposed to the temptation, which may at any time become irresistible of extending the working day to an inordinate length. The mills were naturally anxious to make the most of favourable markets, and in many cases the men were regularly worked for fifteen hours a day or more. Public attention, both in India and in England, was called to the facts by the publication of certain articles in the *Times of India*. It was alleged at the time that the statements made in these articles were exaggerated and that they were in some cases without foundation. But however that may be, the inquiries which were instituted by Government placed it beyond dispute that a large number of operatives were being regularly worked for fifteen hours a day or even longer, and that serious abuses existed in connection with the employment of children. Even when these facts were brought before them, Government were still reluctant to interfere. They would greatly have preferred to leave the question of the length of the working to be settled between the operatives and their employers. But a state of affairs had been disclosed which made a full investigation an imperative duty, and no Government could have refused to undertake it. Preliminary inquiries were in the first instance addressed to Local Governments.

"In the autumn of 1906 a Committee presided over by Sir Hamilton Freer-Smith was appointed to examine the actual conditions on the spot. It was announced at the time of their appointment that should their investigations establish the existence of abuses which required to be remedied, a representative Commission would be appointed to consider the whole subject comprehensively before any radical changes in the factory law were made. The reference to the Committee included both the direct regulation of the hours of adult labour and the formation of a class of young persons. Their report was unanimously in favour of direct Government intervention to limit the hours of work of all operatives.

They were satisfied that without legislative interference it would be impossible to ensure that excessive hours would not be worked, and they accordingly recommended the imposition by law of a twelve hours day. They were not in favour of the creation of a class of young persons which would, in their opinion, create serious administrative difficulties. It was obvious that in the face of this report the matter could not be allowed to rest. Accordingly, in pursuance of the promise previously given, a representative Commission was appointed which carried on its labours during the cold weather of the year 1907-08. Their report was at once published for criticism, and was sent to Local Governments for opinion. When all replies had been received, it then became the duty of the Government of India to submit to His Majesty's Secretary of State recommendations as to the course to be followed. I am glad to say that Lord Morley has accepted all our proposals and the result of our deliberations is the Bill which is about to be introduced.

"The report of the Commission was not less clear and decisive as to the necessity of legislation than that of the Committee had been. On the question whether the present conditions of employment had produced deterioration in the physique of the workers, the verdict of the Commission was practically one of 'not proven.' In spite of the constant and careful attention they had paid to the matter during the whole course of their investigation, they had not found any indications of physical deterioration amongst the adult male operatives. As regards non-textile factories, they considered this want of evidence to be conclusive in the absence of any conditions tending to physical deterioration; but in the case of textile factories, they were of opinion that the past and present conditions of work in many places were undoubtedly calculated to cause physical deterioration, and they had been struck by the marked absence of elderly men in these factories in spite of the fact that the demand for labour was largely in excess of the supply. They considered that this fact pointed to the conclusion that the operative became unable to stand the strain of work at a comparatively early age. It is right to mention that Dr. Nair differed from his colleagues, and was of opinion that there could be no doubt that the conditions of employment had led to physical deterioration. If I may be permitted to sum up the conclusions of the Commission in my own words, I would say that all the members recognised that it was the duty of Government to

render impossible the recurrence of the conditions which had been allowed to grow up in Bombay in 1905, and all were agreed that the object which Government must seek to attain was the limitation of the working day for adults to an average of twelve hours. But when it came to the question as to what form legislation should take, only one member, Dr. Nair, was prepared to follow the lead of Sir Hamilton Freer-Smith's Committee. The other members were anxious that legislative interference should be confined to the narrowest limits consistent with the attainment of the objects in view and submitted proposals which I shall notice presently.

"The replies which we received from Local Governments were no less clearly in favour of legislative interference. With the exception of the Government of Burma, a province in which industrial enterprise has followed a somewhat different course from that which is usual in India and where textile factories are non-existent, the Local Governments and Administrations were unanimously of opinion that the case for imposing new restrictions was complete. Several commercial bodies took the same view, and the only important exceptions were one or two of the Chambers of Commerce and certain Associations which represented the factory proprietors as a class. These bodies considered that no valid reasons had been established for amending the existing law. Their views are entitled to much respect, but they cannot be held to outweigh the immense mass of opinions on the other side. The case for legislation as it came before us was overwhelmingly strong. No responsible Government could possibly refuse to take action in the face of reports from a Committee under expert guidance, and from a Commission of which three mill-owners were members, supported as these were by official opinion throughout India and by a considerable section of the commercial community. The necessity for legislation had been established, the result to be attained had been clearly defined, there remained only the question whether legislation was to take the form of direct restriction or whether reliance was to be placed on indirect methods. I will now try to explain the reasons which induced the Government of India to decide in favour of the former alternative.

"In their report the majority of the Commission first of all stated the objections which in their opinion rendered it inadvisable to limit directly the working hours of adults. They then went on to explain the indirect methods which they believed would have the desired

effect. I shall follow the same order, but first of all I wish to quote from the report an extremely significant passage which clearly defines the issue which Government had to decide:—

> 'We are strongly opposed to any direct limitation of adult working hours, because we consider that there is no necessity for the adoption of this drastic course, because we are convinced that it would cause the greatest inconvenience to existing industries, most of which have never worked long hours, and because we think such a measure would seriously hamper the growth of industrial enterprise. We believe that the working of adults for excessive hours in textile factories will be effectively prevented, incidentally, by the measures we propose for restricting the hours of "young persons," women and children. Had this effective alternative not been available, we are of opinion that direct limitation of the working hours of adults would then have been not only justifiable, but necessary, in order to prevent abuses which the Government could not, upon economic and humanitarian grounds, permit to continue or recur.'

"Government had therefore to answer three questions:

(1) Are the objections to direct restriction so serious as the Commission believed them to be?

(2) Are the indirect methods proposed by the Commission free from objection? and

(3) Will these methods be successful in securing the desired result?

"The objection to the imposition of direct restrictions were entitled to and received the most careful examination by Government. In the first place it was alleged that the direct methods involved the application of a principle of very doubtful validity. Here I must join issue at once. I cannot admit that, as between direct and indirect interference, any question of principle arises. If it is once conceded, as it is by the Commission, that Government is bound to pass such legislative measures as will prevent the working of any operative for excessive hours, then the question whether the desired result is obtained by direct or indirect methods is not a question of principle at all, but a question of expediency and administrative convenience. Next we were told that direct limitation has found

acceptance in very few countries. To this argument my reply is that we cannot rely for guidance to any great extent on the experience of other countries. It is quite true that in England it has not been found necessary to impose any direct restriction on the hours of adult male labour, but does any one allege that the conditions prevailing in England are comparable with those which exist in India? If there were nothing else, the fact that in England labour is highly organised, and workmen have long been accustomed to band themselves together for their own protection, would of itself suffice to make it dangerous to allow too much weight to English precedents. What we have to consider is not the experience of other countries but the actual conditions of India to-day. The difficulties next to be mentioned are the most important. The Commission were of opinion that direct restriction was open to the gravest objections from a practical point of view and would apply a remedy very much more drastic than the circumstances of the case demanded. It would, they said, impose on all factories restrictions which were required only in textile factories, and they pointed out that in all industries overtime was frequently necessary, and that in India it would be impossible to devise a workable system of exceptions, which would give employers the freedom they could legitimately claim, and would at the same time secure the general enforcement of the restriction. I do not of course deny that there are difficulties to be faced, but I think it can be shown that, if the position is closely examined, these objections will be found to be a good deal less formidable than they have been represented to be. If it be the case that excessive hours are worked only in one class of factories, then surely it is a simple matter to legislate for that class only, power being taken at the same time to extend the provisions of the law to other classes, should the necessity to do so unfortunately arise. Then, as regards the possibility of devising a workable system of exceptions, if the limitation of hours of labour is confined to one class of factories, it ought not to be an impossible task to work out such a system. Moreover, the Commission themselves did not escape this difficulty by the resort to indirect methods. They proposed that all factories which undertook to work for not more than twelve hours in each day should be exempted from the necessity of registering their young persons and of having them certified for age. A factory accepting this concession would render itself liable for employing any of its operatives for over twelve hours

as if they were young persons. But it is obvious that, if any large number of factories accepted this alternative, the position would at once become precisely the same as if the twelve hours day had been imposed by law, and the task of working out a system of exceptions would still have to be undertaken by Government. In any case the conclusion arrived at was that, while some of the practical objections were of equal force whether the methods of interference adopted were direct or indirect, the others were not by any means of an insuperable character.

"It is necessary to turn now to the measures which the majority of the Commission believed would automatically restrict the hours of the working day of adult males to twelve hours. They proposed the formation of a class of young persons to include all young adults between the ages of fourteen and seventeen, with working hours limited to twelve in any one day. At the same time the hours of work for women were to be raised to twelve and the hours for children reduced to six. Finally the employment of young persons, women and children before 5-30 A.M. or after 7 P. M. was to be prohibited, and in place of the present midday interval a compulsory interval after six hours' continuous working was to be imposed. To two of these proposals serious and weighty objections were raised by local Governments and by others. The increase in the working hours of women was criticised as a retrograde step, and I may say at once that the Government of India were not satisfied that it had been proved that women could work regularly for twelve hours without detriment to their health, or that it was desirable that they should compete with men for the same kind of work to a larger extent than they do at present. The formation of a class of young persons would, it has always been held, involve grave administrative difficulties, and I doubt whether the Commission have been successful in showing that they can be avoided. It has been found sufficiently difficult to enforce the existing law as regards children, and it seems likely that the same difficulties would appear in an aggravated form in the case of 'young persons'. It is true that the administrative difficulties would be removed if the factories voluntarily adopted the twelve hours' day, and accepted the alternative offered them by the Commission. But in that case, as has already been explained, the position would be in nearly every respect the same as if the twelve hours' day had been imposed by an Act of the legislature.

"I will deal now with the third and most important question, *viz.*, would the indirect methods prove successful? *i.e.*, would the working hours of the protected classes automatically fix the working hours of all operatives? So far as Government could ascertain, there were three possible methods of frustrating the object in view—(1) factories might be able to do without the young persons and women altogether and employ only male adult operatives and half timers; (2) they might be unable to do so owing to the limited supply of adult labour, and would then be compelled to make the hours of work of all operatives the same as for the protected classes; (3) they might be able to concentrate the women and young persons in certain departments of the mills, and would then work for twelve hours in these departments and for longer hours in the other departments. In view of the fact that complaints of the difficulty of getting a full supply of labour are frequently heard in almost every part of the country, it seems unlikely that the mills generally would be able to do without the young persons and women, and inasmuch as the temptation to work excessive hours would be strongest when the demand was greatest, the system would tend in this respect to correct itself. On the other hand Government could not exclude the possibility that some mills at any rate might be able to dispense with the protected classes. If that occurred, the existence side by side of mills which worked unrestricted hours, and those which had to confine themselves to twelve hours, could not but lead to a sense of unfairness which would inevitably give rise to further trouble. This consideration would not of itself have been decisive, but it soon appeared that there was much reason to apprehend that in many mills arrangements could and would be made to confine the protected classes to certain departments. The Bombay Chamber of Commerce definitely expressed their belief that this was possible, and that there were many ways in which the intentions of Government could be circumvented. Certain mills might, by increasing the number of spindles work the spinning and ring departments for twelve hours, while the other departments of the mill worked fourteeen and fifteen hours. Dr. Nair pointed out that in the weaving department, where few young persons were employed, the hours of work would not be restricted to twelve, and the fact is not disputed by the majority of the Commission. They point out, however, that the internal arrangements of spinning and weaving mills are based upon the assumption that

the spinning and weaving departments will work the same hours, that the machinery in the two departments is in almost all cases run by the same engine, and that it would not be economical, as a rule, to run the one department while the other remained idle. On the other hand, we have to keep in mind two facts. In the first place, with the growth of industrial activity which has been so marked during the last twenty years, weaving may be expected to become more important. More factories will in the natural course of development be established for weaving only, and separate machinery for the weaving sheds could easily be erected in new mills which combined spinning with weaving. In the second place, if large electric supply systems are established at industrial centres, similar to the scheme which is already in contemplation for Bombay, any factory which obtained its power from such a source would have no difficulty in running its weaving and spinning departments separately.

"The conclusion finally reached by Government was that there was the gravest reason to fear that the adoption of the Commission's proposals would fail to prevent abuses. If these apprehensions were fulfilled, the position would at once become most serious and fresh legislation would be required within a very few years. It has been urged that the direct limitation of the hours of work now will lead to the demand for further restrictions hereafter. That is a question with regard to which I will not hazard any conjecture. But at any rate we may be sure that the most likely way of inviting fresh restrictions is to pass measures which may fail to accomplish their professed object. To experimental legislation with only a doubtful prospect of success we are utterly opposed, when the objects to be attained and the straightforward method of attaining them are plain before us. Indeed, it would be obviously unfair to factory owners to adopt such a course. Government can insist on their observing the letter of the law, but cannot expect from them any very hearty co-operation in securing an object which is not plainly expressed in the law itself. If there is a way by which the hours of work of adult male labour can be kept at 14½ hours or even more without infringing the law, the factory owners would pretty certainly find it out and adopt it. In doing so many of them would probably incur a good deal of expenditure, *e.g.*, in adding to the number of spindles, and they would have a perfectly legitimate

grievance if the action which might be taken now were postponed to a later date. I have dealt very fully with the arguments used by the majority of the Commission in this matter, because I should not be treating the Council fairly, if I did not take them into our confidence with regard to the considerations which have guided us to conclusions of such importance. I hope that in doing so, I have not failed to attach to the arguments of such a weighty and influential body as the Commission, the value to which they are entitled. I should be sorry indeed to do so, for Government have the fullest sense of the care, the ability, and the completeness with which the Commission conducted their inquiries and framed their proposals.

"In the Bill which I have asked permission to introduce, the provisions dealing with the hours of employment of operatives are divided into two sections—(1) those which apply to non-textile factories, and (2) those which apply to textile factories. The report of the Commission makes it perfectly clear that such abuses as have prevailed have occurred in textile factories only. In these circumstances, it would have been unreasonable to impose on non-textile factories restrictions which were not required. The changes in the law as regards the hours of employment in non-textile factories will therefore be concerned solely with the mid-day stoppage and the weekly holiday, and are not of a drastic character. At the same time, however, it is proposed to take power to extend by notification to non-textile factories any of the special provisions of the law relating to textile factories should circumstances make this course necessary.

"In all textile factories, the hours of work of all operatives will be limited to twelve in any one day. This being so, the main reason for creating a class of young persons or for extending the hours of employment of women disappears. The working day of children will be limited to six hours in textile factories, this change being a natural corollary to the imposition of a twelve hours day for adults. The employment of women and children and also of adult males in factories, where the shift system is not in force, will be prohibited except between 5-30 A.M. and 7 P.M. Special exemptions will as proposed by the Commission be granted to cotton-ginning factories and to cotton and jute presses. These are the main proposals which have been put forward.

"With the remainder of the Bill I will deal as briefly as I can. Considerable difficulties have been found in enforcing the provisions of the existing law as regards the employment of children. It is notorious that flagrant illegalities in this respect are common in some provinces, and it is therefore essential that the law should be strengthened. We have accepted two important measures proposed by the Commission, (i) that certificates of age and physical fitness before employment should be demanded from all children who are actually employed in a factory, and (ii) that when a child over the age of six is found in any factory, he shall be presumed to be actually employed until the contrary is proved. Another proposal that the certificate of age given by the Certifying Surgeon should be accepted as conclusive evidence of the age of the child has been considered open to objection and has not been accepted, and we have also thought it inadvisable to give effect to the proposal that if a child over thirteen years of age is certified to be physically fit to be worked as an adult, and can produce a certificate showing that he has passed a certain educational standard, he should be allowed to work for twelve hours.

"The existing Act contains no substantive provisions for the health and safety of operatives except those which concern the fencing of machinery. The Commission proposed the insertion in the law of a number of provisions borrowed from the corresponding provisions of the English Act or based on existing rules of Local Governments on the subject. All these proposals, with the exception of one which it is thought can better be dealt with by rule, have been accepted, and a new provision with regard to lighting has been added.

"An important change has been made with regard to the reponsibility for infringements of the law. The present Act endeavours, not with much success, it is understood, to fix the responsibility upon the occupier. The commission submitted proposals for making that responsibility effective. That some changes are required does not admit of any doubt, but it has been thought better on the whole to abandon the attempt to make the occupier, who in many cases is a Joint Stock Company, personally responsible, and instead it has been decided to fix the responsibility on the manager of the factory in every case. It is hoped that the provisions of the law have been so drafted that evasion will in future be impossible.

"The proposal that a Chief Inspector of Factories should be appointed for all India met with a considerable amount of opposition from Local Governments, and the Government of India have decided that on the whole such an appointment is neither necessary nor desirable. Various amendments have, however, been made giving the Inspectors of Factories additional powers which experience has shown to be necessary for the proper discharge of their duties.

"Before I close, there are two other matters to which I wish to refer. If the Hon'ble Members will examine the provisions of the Bill, they will see that certain clauses, particularly clauses 21, 23, 28, 29, and 30 provide that the provisions of the Bill shall not apply to cases exempted from their operation by rule or notification. As the Act could not be worked without these exceptions, it is essential that the rules to be made and the notifications to be issued should come into force simultaneously with the Act itself. It is the intention of Government that this should be done, and arrangements will be made accordingly. A letter is about to be issued to Local Governments on the subject, and the public generally will have full opportunity of expressing their opinion with regard to the rules before any final decision is arrived at. I understand that some of the mill-owners would have preferred that such exceptions should find a place in the substantive law. That is a mtter which can most appropriately be discussed in Select Committee ; but I may point out that inasmuch as it would be impossible for Government to frame a comprehensive list of exceptions which would never require amendment or revision, it would be necessary in any case to take power to make such exceptions by rule. It seems better, therefore, on the whole and more convenient that all exceptions should find a place in the rules.

"The second remark I wish to make is this. I hope that factory owners will give us their assistance in settling finally the provisions of the proposed law. I can hold out no hope that the decisions already arrived at on important questions of principle will be reconsidered. Conclusions which are based on the matured results of an inquiry lasting for four years cannot be hastily reversed. But it is possible that the drafting of the Bill might be improved, and that we have not always succeeded in meeting the legitimate requirements of the factories. We cannot hope to put the law into a thoroughly practical and workable shape unless we have the assistance of those

who are familiar with the details of factory working and who will have to comply with the provisions of the law when it is passed. It is not proposed that the Bill should be referred to a Select Committee now. It will, however, be published, so that everyone concerned may have ample time to examine it and to suggest amendments, and in due course it will be referred to a Select Committee which will have to deal with the amendments which by that time may have been put forward."

The motion was put and agreed to.

The Honb'le Mr. Harvey introduced the Bill to consolidate and amend the law regulating labour in factories.

The Hon'ble Mr. Harvey moved that the Bill, together with the Statement of Objects and Reasons relating thereto, be published in the *Gazette of India* in English and in the local official Gazettes in English and in such other languages as the Local Governments think fit.

The motion was put and agreed to.

No. 857 OF 1909

CHAMBER OF COMMERCE,
BOMBAY, 5th October 1909.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,

I have the honour to acknowledge receipt of your letter No. 4177 of 1909, dated 9th August, regarding a Draft Bill to consolidate and amend the law regulating labour in Factories, and, in reply, to submit herewith my Committee's Report on the provisions of the said Draft Bill.

20 spare copies are also enclosed herein.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

R. E. GREGOR-PEARSE,
for Secretary.

REPORT OF THE BOMBAY CHAMBER OF COMMERCE.

CHAPTER I.

Clause 1, Section 3. (Extent of the Act.)

It is regretted that the Act cannot be made to extend to the whole of India, *i.e.*, to include Native States.

Clause 2, Section 2, (*d*). (Employed.)

The following exception should be added:—

Exception.—Clerks doing office work, Watchmen, Chaprasis, Sweepers, Bhisties, Moto-Drivers and similar persons, shall not be considered as doing any work incidental to or connected with any manufacturing process or handicraft and shall not be included in the term "employed."

Clause 2, Section 3. (Definition of "actually employed.")

To more clearly differentiate in the Bill between the fact of being employed in the mill and being actually at work, it is suggested that wherever the phrase "actually employed" occurs, the phrase "actually at work" should be substituted. The "definition" will then need to be "actually at work."

Clause 2, Section 4. (Definition of a Factory.)

A mechanic shop attached to a mill or in a mill compound should be excluded from this section as work on repairs, breakdowns, etc., must often of necessity be done after ordinary working hours, so that the daily work of the mill will not be interfered with. It is suggested that such shops should be exempt altogether from the provisions of this Act.

Clause 2, Section 8. (Definition of a Textile Factory).

Bleach and other similar works if in the same compound as a Factory but in a separate building and with separate machinery, should not be classed as Textile Factories, provided such works are isolated from the main Factory.

In the provision to this clause "finishing works" should be added, *i. e.*, works for calendering or otherwise finishing cotton and other piece-goods and yarns.

CHAPTER 2.

Clause 3, Section 1. (Inspectors.)

Attention is invited to paras. 108, 112 and 113 of the report of the Indian Factory Labour Commission, 1908, and it is strongly recommended that a full-time Chief Inspector of Factories to the Government of India be appointed in addition to the Inspectors for each Presidency, to secure uniformity of procedure, etc., in the working of the Act.

Clause 3, Section 3. (Inspectors.)

There is an objection to two authorities, *i.e.*, the District Magistrate and the Inspector. It is suggested that to meet this difficulty, a District Magistrate should only be able to take action on Technical matters in connection with the mill building, machinery, etc., through the Inspector. It not unfrequently happens that the Inspector holds one view and the District Magistrate another, and as the Inspector is not a frequent visitor at up-country mills, divergent orders are occasionally issued. It seems necessary that District Magistrates should have powers under the Act as regards working hours and other similar matters, but on technical questions one authority only is desirable and this should be the Inspector, who is an expert in such matters.

Clause 6. (Grant of certificate.)

The words "whether he is fit for employment in a factory" should be clearly defined in the rules. Physical incapacity is, of course, obvious. A list of ailments which might render a child unfit should be detailed, and if the certifying Surgeon desires to exclude for any other cause, he should be compelled to state it, and against this there should be an appeal.

Clause 7. (Authorisation of Medical practitioners' functions.)

It is suggested that certifying Surgeons must authorise Mill Doctors and Apothecaries at Mills to grant temporary certificates, and on the request of an interested party must also authorise qualified local practitioners. The clause as it stands only says that a Surgeon "may authorise" and for up-country factories this is not sufficient, as a practitioner on the spot is a necessity.

CHAPTER 3.

Clause 19. (Prohibition of employment of women and children in vicinity of Cotton openers.)

The words "whilst the opener is at work" should be added at the end of this section.

Clause 20. (Appeal from orders under section 9, 10, 15, or 17.)

Fourteen days should be substituted for seven days, so that Managers of outlying Factories may have time to communicate with their District Head Office.

CHAPTER 4.

Clause 22. (Weekly holiday) Exception.

The "Exception" to this clause should apply also to clauses 21, 28, 29 and 30, so that urgent repairs can be carried out during the interval and at night.

As the Bill prohibits adult male labour in Textile Factories for more than 12 hours these exceptions are necessary.

The "Exception" clause should read as follows:—

> "Nothing in this section shall apply to any manager, engineer, foreman, mechanic, artisan or labourer working only in repairing, altering, examining or in supervising or aiding in the examination or repair of either the machinery in or any part of a factory."

Clause 27. (Hours to be fixed).

This should not apply to ginning factories owing to the fact that gins are very often worked by a family on the relief system. Under clause 25 (*b*) ginning factories, where, the work is of a very easy character might then need to be exempted. It is considered impracticable for a ginning manager to actually regulate and supervise the hours worked by women on the family system of relief.

CHAPTER 5.

Clause 30. (Limit of use of machinery in a textile factory).

It is considered that mechanic and repair shops on the mill premises should be exempted.

Clause 32. (Limit of actual employment of children in a textile factory.)

This will probably mean that a child will have to work 6 continuous hours. Under clause 24 (*c*) a child cannot be employed in a factory for more than 8½ hours. In textile factories, shifts for children are 3 hours morning and 3 hours afternoon, which will not now be possible unless they are on the mill premises for 9½ hours. If continuously working for 6 hours, the tendency will be to go to one mill in the morning and another in the afternoon, whereas if they remain on mill premises for 9½ hours and actually work 6 hours by shifts, they will be prevented from going and working elsewhere. Shifts are usually from 6-30 to 9-30 and 1-0 to 4-0 for one set, and 9-30 to 12-30 and 4-0 to 7-0 for a second set. Shifts of 4 and 2 hours may not be suitable.

CHAPTER 6.

Clause 36. (Registers of children and persons under the age of 16 years.)

The regulation regarding the register of hands between 14 and 16 is neither necessary nor practicable. If such a register is compulsory, endless disputes will arise as to age. It is therefore considered advisable to delete the last sentence of clause 36 referring to registers for persons below 16 years of age.

CHAPTER 7.

Clause 38, (*g*), (*h*). (Power to make rules.)

It is considered that Government should not make rules under (*f*) and (*g*) without first making enquiry through a Special Commission as has lately been done in England, (*h*) should be "standards of latrine and/or urinal accommodation" to bring it into line with clause 12.

CHAPTER 8.

Clause 42, Section (i). (Penalties.)

Section (i) should be "neglects to keep the register" (See our proposed amendment to clause 36).

Clause 45. (Presumption as to employment)

This is considered harassing and unworkable. It is absolutely impossible to keep children of the age of 6 to 9 years out of a mill, and this is fully recognised by Government in the statement of Objects and Reasons, clause 45. It is therefore considered unreasonable that the onus of proving that such child is not employed in the mill should be thrown upon the Manager.

C. H. ARMSTRONG,
Chairman.

CHAMBER OF COMMERCE,
BOMBAY, 30th September 1909.

J. B. LESLIE-ROGERS,
Secretary.

No. 1084 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 30th December 1909.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—In continuation of the report of the Bombay Chamber of Commerce on the Indian Factories Act, and with reference to the

Draft Notification published in the Press on the 12th November last, I am directed by my Committee to suggest the following additions to the exceptions to sections 28, 29 and 30, *viz*:—

(*a*) To sections 28 and 29 to add the words "or building" at the end of each exception.

(*b*) And to section 30 to add after the words "when used for" the words "electric lighting or for."

For ready reference a copy of the notification is herewith attached with the above additions indicated in red ink.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

INDIAN FACTORIES BILL.

THE following draft of a notification which it is proposed to issue under the Indian Factories Act (Bill No. 3 of 1909) if and when the same shall become law, is published for the information of persons likely to be affected thereby, and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 25th November. Any objection or suggestion which may be sent to the Secretary to Government, General Department, by any person with respect to the draft, before the date fixed aforesaid will be considered by the Governor in Council.

Draft Notification.—In exercise of the powers conferred by section 38, sub-section (2), clause (*j*) of the Indian Factories Act, the Governor in Council is pleased to make the following rules providing for exemptions from the operation of sections 21, 28, 29 and 30 of the said Act, namely :

Nothing in section 21 shall apply to (*a*) work in the office, the boiler-house or the engine-room of any factory or repairs to the machinery in (or) any part of a factory ; (*b*) continuous processes in a tannery, sugar refinery, brewery, distillery, mineral oil refinery, cement works, chemical works, or kilns connected with potteries.

Nothing in section 28 shall apply to any Manager, Engineer or European or Foreman; or to any mechanic, artisan, fireman, or labourer employed in repairing or attending to engines, boilers, mill gearing and shafting, or other machinery (*or building.*)

Nothing in section 29 shall apply to any Manager, Engineer or Foreman; or to any mechanic, artisan, fireman or labourer employed in repairing or attending to engines, boilers, mill gearing, and shafting or other machinery (*or building.*)

Nothing in section 30 shall apply to any auxiliary mechanical power when used for (*electric lighting or for*) repairing or making any part of the machinery or anything incidental thereto or for working hydraulic pumps to feed the boilers or to quench fires or for barring round the main engine in replacing driving ropes and belts.

APPENDIX E.

INDIANS ADOPTING AND TRADING UNDER ASSUMED NAMES.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LIMITED.
BOMBAY 15th July 1909.

No. 3269

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—My Committee desires me to see if it is at all possible in any way to put a stop to the practice at present obtaining of 'Indians' assuming, and trading under, 'European' names and titles; and I write to enquire if you could help me in the matter?

That England is a free country, we all know, and that her colonies, her dependencies and dominions are equally so also, we likewise know; and, having regard moreover to the vast changes overtaking this land in recent years, especially in the manners, the habits and customs of its inhabitants, which are being so rapidly Europeanised from day to day, India, it may be truly said, is going in for freedom by very big leaps and bounds. Look, for instance, also, at the Political aspect of the India of to-day.

Then, we have in this City hundreds of thousands of Indians known and calling themselves by European names; such as the Goanese and Bombay Portuguese: and hordes of others with European names passing under the pseudonym of 'Eurasians'. And the Parsee Community now-a-days is not one whit behind these either, for Parsees are everywhere fast following suit in this wake.

Again, look at Calcutta, and what is it that we see there? Why, innumerable Bengalese and Chinese trading under European names.

Finally, we have the Christian Missionaries themselves very often baptizing and naming Indian adults and infants after their European God-Father's and God-mother's surnames; and not less often giving them their own cognomens.

In these circumstances, I fail to see what, if any, steps could really be taken to force Indians to carry on their business transactions in their own proper, or their forefather's *Indian* names. Still, I should feel very much obliged to you, indeed, if you could help me in the matter my Committee has so much at heart. I am, etc.,

H. F. COLEMAN,
Secretary.

No. 687 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 29th July 1909.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—The attention of the Bombay Chamber of Commerce has lately been called by the Secretary of the Bombay Presidency Trades Association, Ltd., who appear to be experiencing difficulties in the matter to the growing practice of Indians assuming and trading under European names and titles.

2. The question has been discussed by my Committee, and as the practice is undoubtedly an evil, which will have to be checked or regulated sooner or later, my Committee consider it advisable at this stage to direct the attention of Government to this matter.

3. It is hardly necessary for my Committee to explain in detail the position now existing, for it is a well known fact that many Indians in Bombay and elsewhere, shop-keepers and others, are assuming and trading under names of a nationality not their own, and there can be no doubt that, as regards shop-keepers, people who reside in the districts are very often deceived by the European names assumed by those who think, and rightly so, no doubt, that an European name will bring them an increased business from up-country customers. Bankers also have informed my Committee that they are frequently misled by signatures on important documents into believing that the Firms or individuals they are corresponding or trading with are Europeans by nationality, when, as a matter of fact, they are Natives of this country; and firms in England and other countries must also frequently be misled by correspondence on trading matters from Natives in this country who sign European names.

4. My Committee also desire to draw attention to the frequent notices which appear in the Government Gazette notifying changes of names and to the easy way in which this can be accomplished. My Committee understand that in several Continental Countries a man can only change his name with the approval of a Court; and before he is allowed to do so he must show that the name he bears brings upon him ridicule or ignominy or that in some other way he is prejudiced. The new name he is then allowed to take must either be a fabricated one or a name which happens to be a common one in his community.

5. My Committee fully realise that there are difficulties in this country in the way of regulating changes of names and the adoption of names of other nationalities for trading and other purposes. It is understood, for instance, that amongst some classes of the community, *e.g.*, the East Indians, a young man very often considers that he is prejudiced by the name he bears, and if one of his parents or grand-parents happens to have or to have had a European name, he is often led to adopt it to facilitate his advancement in life. Under these circumstances he has no doubt some claim to the family name he wishes to assume, but even so my Committee think that the sanction of a Court or some recognised authority should be necessary and that each case should be decided on its own merits.

6. The question of traders adopting European names and titles could no doubt be dealt with in a Registration of Partnership Act which Chambers of Commerce in this country have for very many years been anxious that the Government of India should bring forward and pass into law. If, however, a Bill of this nature is not likely to be taken in hand at present, Police Commissioners in large towns might be given special powers to deal with this question, and regulations might also be made which would enable a High Court to exercise some independent control. It seems to my Committee that this matter will have to be dealt with sooner or later and it will undoubtedly be very much easier to take it in hand now, whilst to some extent, the evil is in its infancy, rather than a few years later, when in all probability the practice will have grown very considerably. For this reason, my Committee think it advisable to ventilate the question by putting their views before Government, and they will be glad if the matter can be taken into consideration. —I have, &c.,

C H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 688 of 1909.

CHAMBER OF COMMERCE;
BOMBAY, 30th July 1909.

The SECRETARY, BOMBAY PRESIDENCY TRADES ASSOCIATION, LD.,
Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter No. 3269 of the 15th inst., on the subject of Indians assuming and trading under European names.

As the matter is of interest, especially to the European business community, I am to say that my Committee intend to address Government and ask for their early consideration of the whole question.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LIMITED,
BOMBAY, 20th August 1909.

No. $\frac{01809}{3546}$.

THE SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I AM directed by my Committee to thank you for your reply on the subject of Indians assuming and trading under European names, and to enclose, for your information, the attached letter, which we are submitting to Government as partly dealing with the question under discussion.—I am, etc.

No. 668, dated 30th ultimo.

H. F. COLEMAN,
Secretary.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LIMITED,
BOMBAY, 20th August 1909.

No. $\frac{01873}{3544}$.

THE SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 7823, dated the 10th instant, and its enclosure (*a*) my Committee request me to say that the several amendments as therein proposed meet with their approval.

(*a*) Bill to further amend the Indian Companies' Act, 1882.

We would respectfully suggest the following addition to the said Act:—

Person or persons trading as Companies without registration: Proposed that—

Clause 43 of the Indian Companies' Act of 1882 shall be applicable to persons trading as Companies who are unregistered.

OBJECT AND REASONS.

It has been brought to our notice that several firms or persons are trading under names "identical with those by which subsisting companies are already registered or so nearly resembling the same as to be calculated to deceive."

If desired, we can furnish several instances of this.

2. Proposed that—

The above amendment be also made applicable to unregistered companies and partnership.

Objects and Reasons.

As above. Instances can be furnished if desired.—I have, etc.,

H. F. COLEMAN,
Secretary.

BOMBAY PRESIDENCY TRADES ASSOCIATION LIMITED.

BOMBAY, 2nd November 1909.

No. $\frac{02080}{4028}$.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to subjoin below, for your information, a copy of a letter which my Committee propose sending to Government *re* Indians assuming and trading under European names, in reply to a letter which we received enclosing a copy of your memorandum on the subject:—

"My Committee are of opinion that, in order to avoid any racial "feeling in the matter, it would be well to discuss the question from "a different standpoint.

"The following three points occur to us as dealing with the "difficulty:—

"(1)—Registration of Partnerships Act to include a clause to the following effect:—

'That every partnership shall have the name or the names 'of its partners printed in legible characters in all notices, adver- 'tisements, and other official publications of the partnership 'including letter heads and bill-heads:

"(2)—That clause 1 of paragraph 43, as under, in the 1882 'Indian Companies' Act be made applicable to all Companies, 'whether registered or unregistered, as desired in this Office 'letter to Government No. 0173/3544 of 20th August last:—

Clause 1, *para.* 43.

Prohibition against identity of names in Companies.

"No Company shall be registered under a name identical with that by which a subsisting Company is already registered, or so nearly resembling the same as to be calculated to deceive except in a case where such subsisting Company is in the course of being dissolved and 'testifies its consent in such a manner as the Registrar requires.'

'(3)—That the Act for changing of names shall be brought 'into line with those existing in continental countries, *i.e.*, that 'no person shall change his name, except to a fabricated one, or 'to another which is common in his own community.'

"With reference to points 1 and 2 my Commitee's attention has "been drawn to the letter from the Indian Merchants' Association on "this subject, wherein they state there can be no deception in Indian "Firms trading under European names, as every one who could tran- "sact business with such a Firm, is *a priori* supposed to know who "are the proprietors, partners or members thereof, and that no fraud "is practicable."

"There can therefore be no hardship on our suggestion being law; "that all partnerships and individuals should be compelled to have "their names as partners or proprietors or managers in all official "documents; so that the public will be able to know with whom they "are dealing.

"Regarding clause 3 my Committee are in complete agreement "with your letter No. 687 of 29th July last to the Secretary to "Government, as India with its numerous races more resembles "Continental Europe than Great Britain with its practically one "people."

As the question involves considerable alterations of existing laws, and will need combined action on the part of all European merchants and traders my Committee will be glad to appoint a sub-committee to meet some of your Members and discuss the matter in further detail.

My Committee are further of opinion that the letter from the Indian Merchants' Association, which was published in all newspapers, should not go unchallenged; but at the same time they do not desire to take single action without reference to your Chamber.

They will be glad if you can give this question your early consideration, as they await your views before replying to Government.—I am, etc.,

H. F. COLEMAN,
Secretary.

BOMBAY PRESIDENCY TRADES ASSOCIATION, LIMITED,
BOMBAY, 13th November 1909.

No. $\frac{02080}{4137}$.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I send herewith a List of names of Firms with European names, the Proprietors of which are Natives. I have received these names from various sources, and have gone into each case as closely as possible, and to the best of my belief there never was in any of these Firms, an European bearing the name under which the Firm is trading, nor has the goodwill been purchased from a European.

There are three instances of Parsees who have taken European names and are trading under them, N. M. Marshall & Co., being a particularly flagrant case.

Any further information that you may desire in this connection will be gladly furnished by us on hearing further from you.—I am, &c.,

H. G. CLARK,
Master.

No. 9275 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 25th September 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 687, dated 29th July 1907, regarding the desirability of taking measures to check the growing practice of Indian Traders adopting European names and titles, I

am directed to say that since the matter is one affecting the whole of India, it will have to be referred to the Government of India for consideration and that in making such reference, it would be useful if specific instances of the evil complained of could be given, if the Chamber feels itself in a position to give such instances.—I have, &c.,

H. B. CLAYTON,
Under Secretary to Government.

No. 993 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 25th November 1909.

THE SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—With reference to your letter No. 9275 of the 25th September, regarding the desirability of taking measures to check the growing practice of Indian traders adopting European names and titles, I have the honour to submit, for the information of the Government of India, the following specific instances of the evil complained of.

1. Copy of a letter from S. Shaw and Co., of 5, Cawasjee Patel Street, to the Maritime Insurance Company, of Liverpool. On enquiry, it was found that the name of the individual conducting this business was Shreepat Shao.

2. Extract from the *Bombay Government Gazette*, page 609, Part II.—F. S. Dias changes his name to F. S. Dees on 15th April 1909.

Page 609, Part II.—L. P. Cabral changes his name to L. P. Clarkson on 15th April 1909.

Page 844, Part II.—Dr. Alexander da Fonseca Dias changes his name to Dr. F. D. Alexander on 10th June 1909.

Page 1804, Part II.—Dadabhai Khurshedji Anklesaria changes his name to Dadabhai Khurshedji Ellis on 23rd September 1909.

3. Names supplied by the Master of the Bombay Presidency Trades Association, Ld., who, in forwarding them, wrote as follows :—

"I send herewith a list of names of Firms with European names, the Proprietors of which are Natives. I have received these names

from various sources, and have gone into each case as closely as possible, and to the best of my belief there never was, in any of these firms, an European bearing the name under which the Firm is trading, nor has the goodwill been purchased from an European."

"There are three instances of Parsees, who have taken European names, and are trading under them, N. M. Marahall & Co., being a particularly flagrant case."

Jas. Clifford & Co.,
2, Dalal Street,
Share Bazaar.

James Manufacturing Co.,
Rubber Stamps, &c.,
183, Kalbadevi Road,
Parsees.

P. John & Co.,
General Supplier Agency,
Kalbadevi Post.

D. Langley & Co.,
Importers of Cycles and
Accessories,
22, Kalbadevi Road,
Parsee.

N. M. Marahall & Co.,
Merchants and Electrical
Engineers,
Esplanade Road, Fort,
(own name) Parsee.

Marahall Brothers,
Merchants & Commission
Agents,
32, Tamarind Lane, Fort,
Proprietor M. D'Souza.

F. Oakes & Co.,
Taxidermists,
Hummum Street, Fort.

Polson & Co.,
Coffee & Tea Specialists,
Hornby Road,
Parsee.

N. Powell & Co.,
Duncan Road, Byculla,
Surgical Instrument Makers.

Vincent & Co.,
Newspaper Agents,
Hornby Road,
Proprietor: Ernest D'Silva.

Bradley & Co.,
Chemists,
Musjid Bunder Road.

Curzon & Co.,
Tobacconists,
Esplanade Road,
J. M. Rust.

Dennison & Co.,
Wine Merchants,
33, Hummum Street,
K. C. Mody & W. J. Mody.

Forster & Co.,
Chemists, Meadows Street,
Proprietor, Dr. D'Silva,
Mazagon.

Bull & Co.,
Provision Merchants,
Hornby Road,
Parsee.

King & Co.,
Fine Art Cabinet Makers,
Meadows Street, Fort.

Harver & Co.,
Forbes Street, Fort.

Osborne & Co.,
Servant Suppliers,
Esplanade Road.

Sandurst & Co.,
Cowasjee Patel Street.

Dr. Fraser,
Colaba Reclamation,
Parsee.

(Example of change of name)

Rose & Co.,
Chemists,
Parel Road, Byculla.

Queen & Saxby,
Whiteaway Buildings,
Parsees.

B. Spencer & Co.,
Chemists,
Pydhowni.

Proprietors Dr. Spencer (Parsee)
and B. Cullian,
(Example of change of name),

Lindon & Co.,
Frere Road,
Proprietor, Shamjee Shivji.

Boyce & Co.,
Frere Road,
Parsee.

Duke & Sons,
Aerated Water Manufacturers,
Hummum Street.

S. B. Fraser,
Ballard Pier.

Kane & Co.,
Carnac Road.

Sutor & Co.,
Saddlers,
Hornby Road.

Victor & Co.,
Chewulwadi.

Dann & Co.,
Fort.

Powell & Co.,
Chemists,
Pydhoni.

King John & Son,
Wine Merchants,
Parsee Bazar.

Wright & Co.,
Mint Road, Fort,
Proprietor Parsee.

Stewart & Co.,
Saddlers & Boot Makers,
Gowalia Tank Road.

Martin & Co.,
Jacob's Circle.

Edward & Co.,
Printers,
Dalal Street.

There are many other instances in Bombay of businesses carried on by Parsis, Hindus and Mahomedans under European names, but some of these are known to have been acquired from Europeans, whose names are retained; and they come therefore under a somewhat different category. The following are examples:—

Beynon & Co.,
Chemists (Parsees).

Rogers & Co.,
Aerated Water Makers (Parsee).

Cooper & Co.,
Importers & Dealers
in Paints (Parsees.)

Kanny & Co.,
Jewellers & Watch Makers
(Parsee.)

J. Mackintosh & Co.,
Freight Brokers (Hindu).

Morenas & Co.,
Confectioners & General
Merchants (Parsees).

Warden & Co,
General Merchants &
Commission Agents,
(Parsees).

Pearse & Co.,
Confectioners & General
Merchants (Parsee).

Catchpole & Co.,
Drapers (Hindu).

Muragia & Co.,

Powell & Co., V. J.
Oculists (Parsee).

Bennett & Co.,
Auctioneers (Parsee).

Dawson & Co.,
Billiard Makers (Parsees).

Lidbetter & Co.,
Average Adjusters & Marine
Insurance Agents (Hindu).

Thomas Black & Co.,
Sanitary Engineers & Plumbers
(Hindus).

Noble M. A. J. (Parsee).

Garlic & Co.,
Engineers,
Byculla.
(Mahomedans).

My Committee have given this matter very close consideration, in consultation with their Solicitors and the Trades Association, and feel that a preliminary step might be the enforcement of more stringent regulations with reference to a change of name to a different nationality. An applicant for a change of this description might in the first instance be compelled to apply to the Court, who should only admit the request for consideration on good and sufficient reasons. The applicant might then be required to advertise his intentions freely in the press, and after an interval, make a further application to the Court for final sanction which should only be granted on payment of a substantial fee.

This method is only suggested in case it is not thought desirable at present to prohibit altogether an official change of name to a different nationality.

A regulation of this nature would not, it is true, prevent a man assuming a name and trading under it, but it would assist a firm, whose name had been copied, in litigation to compel the offending party to give up the business name he had assumed.

It is felt, however, that the whole question can only be dealt with comprehensively by a special Act, such as an Act for the Registration of Partnerships which Chambers of Commerce in this country have so long urged upon the Government of India, and the necessity for action in this matter of names is another reason for the registration question being again revived.

My Committee trust that in putting this matter before the Government of India, the Chamber will have the support of the Government of Bombay.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

(COPY.)

S. SHAW & Co.

5, COWASJI PATEL STREET, FORT,
BOMBAY, 18th June 1909.

The MARITIME INSURANCE CO., LD.,
Liverpool.

DEAR SIRS,—We beg to know whether you are willing to introduce and establish your agency in India, and, if so, we beg to inform you that we desire to represent one famous Company in Fire and Marine business. If you will be kindly pleased to appoint us your Chief Agents for Bombay, we hope to give you a good amount of business.

As regards our experience in this line, you may refer to any firms in Bombay.

Thanking you in anticipation of an early reply.—We are, etc.,

(Sd.) S. SHAW & Co.,

Note.—A copy of this letter was forwarded by the Maritime Insurance Company to their Bombay Agents (Lyon & Co.) and on enquiry it was found that the name of the writers' Office was Shreeput Shao & Co.

No. 996 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 27th November 1909.

The SECRETARY,
BOMBAY PRESIDENCY TRADES ASSOCIATION, LTD.,
Bombay.

DEAR SIRS,—With reference to Indians trading under European names, I have much pleasure in sending for your information a copy of a letter on the subject addressed by the Chamber to the Government of Bombay.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1064 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 17th December 1909.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In continuation of my letter No. 993 of the 15th November last, on the subject of Indians assuming and trading under European names, and in connection with para. 2 of the same, I beg to quote the following additional example of change of name which has just appeared in the *Bombay Government Gazette* of the 16th December current, Part II, page 1978:—

"NOTICE.—It is hereby notified that the undersigned has changed his name from Lowji Shapurji Modi to Lowji Shapurji Crawford".—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 33 of 1910.

CHAMBER of COMMERCE,
BOMBAY, 8th January 1910.

The SECRETARY to GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—In further continuation of my letter No. 993 of the 15th November last, on the subject of Indians assuming and trading under European names, and in connection with para. 2 of the same, I beg to quote the following additional example of change of name which has just appeared in the *Bombay Government Gazette* of the 6th January 1910, Part II, page 28:—

"NOTICE.—Know ye all to whom these presents shall come that I, Anthony Thomas Gonsalvez, have changed my name to Anthony Thomas, and shall henceforth sign my name and be known as Anthony Thomas."

"Anthony Thomas Gonsalvez."

I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX F.

INVENTIONS AND DESIGNS BILL.

No. 6798 of 1908.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 16th November / 14th December 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed by His Excellency the Governor in Council to forward herewith copy of a Bill to amend the law relating to the protection of Inventions and Designs, with the Statement of

Objects and Reasons ; and to request that you will be so good as to favour Government with the opinion of the Bombay Chamber of Commerce on the provisions of the Bill.—I have, etc.,

R. E. ENTHOVEN,
Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

THE Inventions and Designs Act, V of 1888, now in force, is based, in all material respects as regards inventions on the previous Act, XV of 1859, which, in turn, was practically a repetition of Act VI of 1856. This, the earliest Act in India, was founded on the English Patent Law of 1852, contained in the Statute 16 & 17 Vict., c. 115.

2. Under the Statute of 1852 a patent was granted, subject to the subsequent filing of a specification, but under the Indian Act of 1859 an advance in procedure was made in that the exclusive privilege, which is the Indian equivalent to a patent, only accrued when a specification was filed. By the later Statute of 1883 (46 & 47 Vict., c. 57) the patent was not granted until after the acceptance of a correct specification and the absence or failure of opposition by interested parties ; and this procedure is still followed in the English law which is contained in the Patents and Designs Act, 1907 (7 Edw. 7, c. 29).

3. Although the Indian Act of 1888 was passed five years after the United Kingdom Statute of 1883, it was felt that the time was not yet ripe in this country for introducing the English practice in its entirety as the volume of patent work was then small. Now, however, that it is growing and is likely to do so at a much greater rate in the future, it is thought advisable to bring the practice in this country more into conformity with that of the United Kingdom, thereby following the example of most of the other British possessions. By postponing action until now it has been possible to take advantage of the consolidation of the English Statutes which the Patents and Designs Act, 1907, has effected. The present appears therefore to be a very opportune time for undertaking legislation in India.

4. The existing procedure in India under the Inventions and Designs Act, for obtaining an exclusive privilege is somewhat as follows. The inventor submits to the Governor General in Council

an application, accompanied by the prescribed fee and containing a description of the invention. The title of the invention is notified in the *Gazette of India*, and after examination by the Secretary under the Act for formal matters, the application is exposed to public inspection in the Secretary's office for ten days, so that any member of the public may have an opportunity of objecting to the grant of leave to file the specification. The application is then further examined by the Secretary more closely to see whether it complies in all respects with the Act, and also, where possible, to see whether the invention is novel. Any objections are also considered by him at this stage. If he finds that the application is in order, leave to file a specification is granted, subject generally to conditions in the case of inventors who are Government servants. Within a period of six months (which may on permission be extended to nine months) the applicant, if he desires to obtain an exclusive privilege, must file six copies of a specification together with a second fee. The specification is then examined by the Secretary to see whether it is substantially identical with the description, drawings and claims in the application. As soon as this identity is secured, the specification is notified as filed as from the date on which it was first received, and the exclusive privilege accrues from that date. Subject to the payment of further fees, the exclusive privilege may endure for fourteen years, even with permission for a longer period, but it ceases, if any corresponding English or foreign patent lapses.

5. Under the above procedure the public have no proper opportunity of objecting to the grant, as merely a single manuscript copy of the application, which often contains an imperfect description, is available for inspection in Calcutta only during a very limited period. Subsequently, though the exclusive privilege may on application to the High Court be revoked on various grounds, including invalidity and non-novelty, these grounds—which are the natural grounds of defence—cannot, except in certain special cases, be pleaded by an alleged infringer as a defence to a suit by an inventor for infringement of his exclusive privilege. For the sake both of the inventor and the public, it is desirable that the procedure should be simplified and made more direct and effective, not only in regard to the grant of patents but also in respect of their subsequent existence and operation. Further, it seems expedient that the dependence of Indian rights on foreign patents should cease.

6. By the Bill as proposed the method of obtaining a patent for an invention will consist of the following stages :—

(*a*) submission of application and specification at the same time, together with the prescribed fee ;

(*b*) acceptance of the application after complete examination within nine or twelve months ;

(*c*) publication of documents after such acceptance ;

(*d*) interval of three months for submission of objections to grant ;

(*e*) grant of patent, after objections (if any) have been disposed of on payment of the prescribed fee.

The public will thus be protected by increasing the facilities for opposition at an effective period, while the applicant will be enabled to restrict his claim to what appears to be more properly his invention, thus obviating to some degree his risks in subsequent infringement or revocation proceedings. The applicant will further be protected as his application will be kept secret, which it is not at present, until acceptance.

7. The following further improvements in the law proposed by the Bill may here be enumerated :—

(*a*) Patents will not lapse on cessation of foreign patents.

(*b*) Patents will be granted as being more suitable for commercial purposes than the present certificates that specifications have been filed and fees paid.

(*c*) Proprietorship of patents and designs will be more fully recorded.

(*d*) Amendment of applications and specifications will be facilitated and opposition thereto by the public will be permissible as in the case of original applications.

(*e*) Defendants in infringement suits will be allowed in all cases to use the natural ground of defence by pleading non-validity and non-novelty of the patent.

(*f*) Validity of patents will be certified in certain cases to give protection against wilful infringers.

(*g*) Threats of legal proceedings will be actionable, unless the patentee proceeds diligently with an infringement suit.

(*h*) Anomalies in respect of British inventors will be removed and arrangments will be made for the mutual protection of inventions and designs between India and other British possessions and between India and Foreign States.

(*i*) Compulsory licences for the working of inventions will be obtainable on more clearly defined and broadened grounds than formerly.

(*j*) Surrender of patents will be permissible.

(*k*) The law as to designs, which now follows the Statute of 1883, will be brought into line with the Statute of 1907.

(*l*) Finally, a Controller of Patents and Designs will be established, with power to dispose of many matters which are at present referred to the Governor General in Council.

8. Generally speaking, the provisions of the Bill follow with the necessary modifications those of the Inventions and Designs Act, 1907, only such provisions of the Act of 1888 being retained as appear necessary to meet the special conditions of India. It is hoped that the proposals contained in the Bill will enable the attainment of the double object of encouraging the inventor and of giving more effective protection both to him and to the public.

9. The more important alterations in the existing law proposed by the Bill are explained in the *Notes on Clauses* below, and two Tables, showing the extent to which the provisions of the Act of 1888 and the Statute of 1907 have been adopted in the Bill, are appended.

No. 376 of 1909.

CHAMBER of COMMERCE,
BOMBAY, 27th April 1909.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 6798 of the 14th December 1908, together with a copy of a Bill to amend the law relating to the protection of Inventions and Designs.

2. In reply, I am to state that my Committee have perused the above Bill and compared its provisions with the Inventions and Designs Act (Act V of 1888) and with the English Patent and Designs Act (7 Edw. 7 Cap. 29).

3. It appears to my Committee that the Bill as drafted contains the improvements which are claimed in the Statement of Objects and Reasons, and that it is a great improvement and advance on the law as now in force in British India.

4. There are several provisions in the English Statute, which are however not included in the present Bill.

5. The English Act provides that, where a Patent is manufactured exclusively or mainly outside the United Kingdom, the Comptroller may, on application being made to him and subject to certain conditions, make an order revoking the Patent.

6. Registration of a Design may also under the English Act be cancelled by the Comptroller on the ground that it is used for manufactures exclusively or mainly outside the United Kingdom.

7. The present Bill contains no provision similar to either of these two, and the Statement of Objects and Reasons states that it is thought that the time is not yet ripe for the introduction of similar provisions, and in this view my Committee concur.

8. As regards other details of the Bill, there appear to be certain points which are not quite clear, or require modification.

9. It seems to my Committee that Sections 9 (1 D), 24 (1 B) and 37 (1 A) require further consideration.

10. By Section 9 (1 D) a person may give notice of opposition to a grant of a Patent within three months from the date of the advertisement of the acceptance of an application on the ground that the Invention has been made publicly known in any part of British India by means of a written publication.

11. Section 24 (1 B) provides that a Patent may be revoked by order of a High Court on Petition, on (amongst other) the following ground—

"That any invention included in the claim was not, at the date of the application for a Patent, a New Invention within the meaning of the Act."

12. Section 37 (1 A) provides that an invention shall be deemed a new Invention within the meaning of the Act:

"If it has not before the date of the application for a Patent thereon been publicly used in any part of British India or of the United Kingdom, or been made publicly known in any part of British India or of the United Kingdom by means of a written publication."

13. It would appear, therefore, that while the grant of a Patent may be opposed on the ground that it has been made publicly known in British India by means of a written publication, it cannot be opposed on the ground that it has been made known in the United Kingdom in the same way, that is, by means of a written publication.

14. The party who wishes to protect his right must apparently wait until the Patent has been granted and then apply to have the Patent revoked by presenting a Petition to the High Court to revoke it.

15. This seems to give rise to every unnecessary delay and likewise to cause unnecessary expense.

16. My Committee think it ought to be open to any one to oppose the grant of a Patent on the ground that the invention has been made publicly known in the United Kingdom by means of a written publication.

17. It is true that under Section 5 (E) the Comptroller may, when examining an application refuse to accept it on the grounds that the invention as described and claimed is *prima facie* not a new manufacture or improvement.

18. "A new manufacture or improvement," however, is not the same thing as a "new Invention."

19. A "New Invention" is defined in Section 37 (1).

20. My Committee think it should be made clear that the Comptroller may refuse to grant a Patent, if the Invention has been made publicly known in the United Kingdom by means of a written publication.

21. Section 77 (1) does not appear to my Committee to be at all clear in its terms.

22. After giving the Section careful consideration, the following result might, to take a typical case, ensue.

There is an arrangement such as is described in the Section between His Majesty and France.

A *bona fide* Inventor applies in India for a Patent or for an Invention;

Subsequently a subject of France applies for protection for the same Invention in France and within 12 months or so applying applies for a Patent in India.

As the Section stands, he would be entitled to the Patent in priority to the 1st and *bona fide* applicant.

The Section, it will be observed, makes no mention of the relation which the dates of the applications bear to each other; so that, although the application of the 1st applicant in India may have been prior in date to the application in France, yet the French subject will nevertheless, if he makes his application in India within 12 months of his application in France, be entitled to priority over the other applicant.

23. This cannot be intended, but my Committee think it is the effect of the Section as it stands, and if they are right then the Section requires careful revision and correction.

24. The present Bill provides in Section 14 (2) that a Patent shall cease, if the Patentee fails to pay the prescribed fees within the prescribed times.

25. Provision is made for enlargement of this period by three months upon application of the Patentee and on receipt of such additional fee as may be prescribed.

26. The English Act, however, goes further than this, and provides by Section 20 that where a Patent has lapsed owing to the failure of the Patentee to pay any fee within the prescribed time, the Patentee may apply to the Comptroller for an order for the restoration of the Patent, and that, under certain conditions, the chief of which is that the Patentee must show that the omission to pay was unintentional, the Comptroller shall advertise the application, and if no opposition is entered may restore the Patent; and further that, if opposition is entered, the Comptroller shall hear the case and subject to an appeal shall restore the Patent or dismiss the application.

27. My Committee think a similar provision might usefully be included in the present Bill.

28. It is quite conceivable that an omission to pay a prescribed fee might be unintentional, and it would be hard on the Patentee that he should suffer to such considerable extent through an unintentional omission.

29. The above Section in the English Act is in addition to a Section which is similar in working to Section 14 (2) of the present Bill.

30. The English Act contains a provision which enables a person who would have been entitled to oppose the grant of a Patent to apply to the Comptroller to revoke the Patent on any of the grounds on which the grant of the Patent might have been opposed.

31. It further provides that no such application is to be made if an action for infringement or proceedings for the revocation of a Patent are pending in any Court, and the Comptroller has power on such application to make an order requiring an amendment, correction or explanation of the specification or to revoke the Patent or dismiss the application.

32. The provision in this case is an addition to the power given in the English Act to apply to the Court, which latter is the only method prescribed in the present Bill.

33. An application to the Comptroller would be more expeditious and less costly than a Petition to the High Court, and my Committee consider that a provision similar to that in the English Act might usefully be added to the Bill.

34. My Committee have no further suggestions to make on the Bill.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX G.

SPREAD OF DOURINE.

No. 8981 of 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 15th September 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of a Bill to provide for the prevention of the spread of Dourine with the Statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber on the provisions of the Bill.

2. I am to request that the reply to this letter may be sent to Government by the 10th October 1909 at the latest.—I have, &c.,

H. B. CLAYTON,
Under Secretary to Government.

The following Bill was introduced in the Council of the Governor General of India for the purpose of making Laws and Regulations on the 27th August 1909 :—

No. 7 OF 1909.

A Bill to provide for the prevention of the spread of Dourine.

WHEREAS it is expedient to provide for the prevention of the spread of dourine ; It is hereby enacted as follows:—

Short title and extent.

1. (1) This Act may be called the Dourine Act, 190 .

[*Cf.* Act XI of 1890, s. 1 (2).]

(2) This section extends to the whole of British India : the rest of this Act extends only to such areas as the Local Government may, by notification in the local official Gazette, direct.

Definitions.

2. (1) In this Act, the expressions "inspector" and "veterinary practitioner" mean, respectively, the officers appointed as such under this Act, acting within the local limits for which they are so appointed.

(2) The provisions of this Act relating to entire horses shall apply also to entire asses used for mule-breeding purposes.

Registration of horses.

3. The Local Government may, by notification as aforesaid, make such orders as it thinks fit directing and regulating the registration of entire horses maintained for breeding purposes.

Appointment of Inspectors and Veterinary Practitioners.

4. (1) The Local Government may, by notification as aforesaid, appoint any persons it thinks fit to be inspectors, and any qualified Veterinary Surgeons to be Veterinary Practitioners, under this Act, and to exercise and perform, within any area prescribed by the notification, the powers conferred and duties imposed by this Act upon such officers respectively.

(2) Every person so appointed shall be deemed to be a public servant within the meaning of the Indian Penal Code.

Powers of inspector.

5. An inspector may— XLV of 1860.

(*a*) enter and search any building, field or other place for the purpose of ascertaining whether there is therein any horse which is affected with dourine ; and

(*b*) prohibit, by order in writing, the owner or keeper of any horse, which in his opinion is affected with dourine, from using such horse for breeding purposes, pending examination by the Veterinary Practitioner.

Duties of inspector.

6. An inspector issuing an order under section 5, clause (*b*), shall forthwith forward a copy of such order to the Veterinary Practitioner.

Inspection of horses.

7. A Veterinary Practitioner receiving a copy of an order forwarded under section 6 shall, as soon as possible after receipt of such copy, examine the horse mentioned therein, and may for such purpose enter any building, field or other place.

Powers of Veterinary Practitioner.

8. A Veterinary Practitioner may—

(*a*) cancel any order issued under section 5, clause (*b*) ; or

(*b*) if on microscopical examination he finds that any horse is affected with dourine, order—

(*i*) in the case of an entire horse that it be castrated,

(*ii*) in the case of a mare, that it be branded in such manner as he may direct, or, with the previous sanction of the Commissioner or such other officer as the Local Government may appoint in this behalf, that it be destroyed.

Compensation for horse destroyed, etc.

9. When any horse is castrated or destroyed under any order made under section 8, the market-value of such horse immediately before it became affected with dourine shall be ascertained; and the Local Government shall pay as compensation to the owner thereof—

(*a*) in the case of a mare which has been destroyed, or of an entire horse which has died in consequence of castration, such market-value, and,

(*b*) in the case of an entire horse which survives castration, half the amount by which such value has been diminished, owing to infection with dourine and castration.

Settlement of compensation.

10. The amount of compensation to be paid under section 9 shall be decided by a Veterinary Practitioner.

Committees for hearing appeals.

11. (1) The Local Government shall, by rules published in the local official Gazette, constitute a Committee or Committees for the hearing of appeals from decisions under section 10.

(2) Such rules shall provide that not less than one member of any Committee constituted thereunder shall be a person not in the employ of Government or of a local authority.

Appeals.

12. Any owner may, within three months from the date of a decision under section 10, appeal against such decision to the Committee constituted in that behalf by rules made under section 11, and the decision of such Committee shall be final.

Compensation for mare branded.

13. When any mare is branded under an order made under section 8, the Local Government may pay to the owner thereof such compensation as it thinks fit.

14. (1) The Local Government may make rules for the purpose of carrying into effect the provisions of this Act.

Rules.

(2) All such rules shall be published in the local official Gazette, and, on such publication, shall have effect as if enacted in this Act.

Penalties.

15. Whoever uses or permits to be used for breeding purposes—

(*a*) any horse which has not been registered in accordance with the requirements of a notification under section 3, or

(*b*) any horse in respect of which an order under section 5, clause (*b*), is in force, or

(*c*) any mare which has been branded in pursuance of an order made under section 8, clause (*b*),

shall be punishable with fine which may amount in the case of a first conviction to fifty rupees, or in the case of a second or subsequent conviction to one hundred rupees.

STATEMENT OF OBJECTS AND REASONS.

The object of the Bill is to prevent the spread of dourine, a contagious disease of horses which is spread by coition. The existence in India of this obscure disease was first brought to the notice of Government in 1903. As it was reported to constitute a serious menace to the horse-breeding industry in this country, precautionary measures were at once taken executively to check the spread of the disease, especially in the horse-breeding districts of Northern India. In the following year attention was again drawn to the importance of the subject, and as the result of a report by the present Inspector General of the Civil Veterinary Department, further executive action was taken. After consulting Local Governments, it was eventually decided that, in order effectually to combat the disease, legislation was necessary.

2. The Bill, which is self-explanatory, has been drawn up on the model of the Glanders and Farcy Act XIII of 1899. It is permissive in character and has been drafted so as to allow the widest discretion to Local Governments as regards the registration of stallions maintained for breeding purposes.

3. Dourine cannot be diagnosed except by bacteriological examination, and sub-clause 8 (*b*) accordingly makes proof of the disease by microscopical examination a necessary preliminary to

further action under that clause. It is considered advisable to enlist the co-operation of horse-owners as much as possible in dealing with this obscure and dangerous disease, and liberal provision has been made in clause 9 for the payment of compensation when necessary.

(Sd.) J. O. MILLER.

J. M. MACPHERSON,
Secretary to the Government of India.

The 14th August 1909.

No. 838 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 1st October 1909.

THE SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 8981 of the 15th September 1909, giving cover to a copy of a Bill to provide for the prevention of the spread of Dourine.

In reply, I am to say that my Committee approve of the provisions of the Bill, and have no remarks to offer.—I have, &c.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX H.-1.

TARIFF SCHEDULE.

TELEGRAM dated 26th November 1909.

To—BOMBAY CHAMBER OF COMMERCE.

From—KARACHI CHAMBER OF COMMERCE.

"The following telegram has been sent Commerce Industry Calcutta, and trust you will support representation, begins :—Reference forthcoming revision Customs Tariff valuations for sugar, my Committee considers valuations imposed in past have often been excessive to disadvantage of importers and consumers. Urges that some method be adopted as basis for fixing tariff valuations, such as taking average prices of one or three preceding years to enable trade to calculate amount duty approximately correctly in advance. Also suggests fixing tariff valuations in future for period

of three years, instead of one. Large business already done for 1910 at much below present rates."

No. 1045 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 14th December 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your telegram of the 26th ultimo regarding your representation to the Department of Commerce and Industry on the question of tariff valuations for sugar.

In reply, I am to forward, for your information, the accompanying copy of a letter on this subject addressed by my Committee to the Director General of Commercial Intelligence.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1043 of 1909.

CHAMBER of COMMERCE,
BOMBAY, 13th December 1909.

The DIRECTOR GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA,
Calcutta.

SIR,—My Committee have been favoured with a copy of the following telegram addressed to the Commerce and Industry Department by the Karachi Chamber of Commerce:—

"Reference forthcoming revision Customs Tariff valuations for "sugar, my Committee considers valuations imposed in past have "often been excessive to disadvantage of importers and consumers. "Urges that some method be adopted as basis for fixing tariff "valuations, such as taking average prices of one or three preceding "years to enable trade to calculate amount duty approximately correct-"ly in advance. Also suggests fixing tariff valuations in future for "period of three years instead of one. Large business already done "for 1910 at much below present rates."

My Committee as mentioned to you the other day are in accord with the Karachi Chamber in thinking that some acknowledged

method should be adopted for sugar, which would enable the trade to calculate approximately in advance the amount of duty it is likely to be called upon to pay. With this aim in view, my Committee urge that the rates on revision each year be based on an average of the rates of the three preceding years, and that the average thus calculated should apply only to one year at a time and not to the three following years as proposed in the above telegram. They are further of opinion that if Government extended the application of this system to other articles as well, there would be no objection to its adoption.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 9388—129.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CUSTOMS.

NOTIFICATION.

CALCUTTA, the 17th December 1909.

IN exercise of the powers conferred by Sections 22 and 23 of the Sea Customs Act, 1878 (VIII of 1878), in modification of the tariff values fixed by the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act (1894) Amendment Act, 1896 (III of 1896), and as further altered from time to time by Notifications of the Governor General in Council, the Governor General in Council is pleased to fix, with effect from the 1st January 1910, for the articles specified in column 2 of the schedule hereto annexed, the tariff values stated in column 4 of the said schedule.

Provided that nothing in this notification shall affect any additional duty imposed under the powers conferred by Sections 8A and 8B of the Indian Tariff Act, 1894 (VIII of 1894), as amended by the Indian Tariff Act Amendment Act, 1899 (XIV of 1899), the Indian Tariff (Amendment) Act, 1902 (VIII of 1902), the Indian Tariff (Amendment) Act, 1903 (XII of 1903), and the Indian Tariff (Amendment) Act, 1904 (XI of 1904.)

W. MAXWELL,
Offg. Secretary to the Govt. of India.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	Animals, living.			
1	HORSES, CATTLE, SHEEP, and all other living animals of all kinds...	...	.....	Free.
	Articles of Food and Drink.			
2	COFFEE	cwt.	35 0	Five per cent.
3	FRUITS AND VEGETABLES (except fresh fruits and vegetables not separately enumerated, which are free)—			
	Almonds without shell	,,	65 0	,,
	,, in the shell	,,	16 0	,,
	,, (kágazi)	,,	35 0	,,
	Cashew or cajoo kernels... ...	,,	19 0	,,
	Cocoanuts, Straits	thousand.	60 0	,,
	,, others	,,	38 0	,,
	,, kernel (khopra) ...	cwt.	15 0	,,
	Currants	,,	23 0	,,
	Dates, dry, in bags	,,	7 8	,,
	,, wet ,, baskets and bundles ...	,,	5 8	,,
	,, ,, in pots, boxes, tins and crates	,,	7 0	,,
	Figs, Persian, dried	,,	10 0	,,
	Garlic	,,	6 8	,,
	Hops	...	...	Free.
	Pistachio nuts	cwt.	45 0	Five per cent.
	Prunes, Bussora (álu-Bokhara)...	...	*ad valorem*	,,
	Raisins, black	...	,,	,,
	,, kishmish, Persian Gulf...	...	,,	,,
	,, Munakka ,, ,, ...	cwt.	11 0	,,
	,, other sorts	...	*ad valorem*	,,
	Walnuts, all descriptions ...	...	,,	,,
	All other sorts of fruits and vegetables	...	,,	,,
	GRAIN AND PULSE, including broken grain and pulse, but not including flour	...	...	Free.
	MINERAL AND ÆRATED WATERS, and all unfermented and non-alcoholic beverages	...	*ad valorem*	Five per cent.

SCHEDULE IV.—(IMPORT TARIFF).

GENERAL DUTIES.

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink —*contd.*			
6	PROVISIONS, OILMAN'S STORES, AND GROCERIES—		Rs. a.	
	Bacon	...	*ad valorem*	Five per cent.
	Beef and Pork	...	"	"
	Bêche de mer	...	"	"
	Butter	lb.	1 6	"
	Cassava, Tapioca or Sago ...	cwt.	11 0	"
	Cheese	...	*ad valorem*	"
	China preserves in syrup ...	cwt (nett)	28 0	"
	" " dry, candied ...	lb.	0 5	"
	Cocum	cwt.	3 8	"
	Fish-maws	...	...	Free.
	Flour	...	*ad valorem*	Five per cent.
	Ghi	cwt.	60 0	"
	Margarine	...	*ad valorem*	"
	Pork hams...	...	"	"
	Shark-fins	...	...	Free.
	Singally and sozille	...	...	"
	Vinegar, in casks	...	*ad valorem*	Two and one-half per cent.
	" not in casks— Persian	...	*ad valorem*	Five per cent.
	Indian...	...	"	"
	All other sorts of provisions, oilman's stores, and groceries ..	...	"	"
7	SPICES—			
	Betelnuts, raw, whole, split or sliced, from Goa ...	cwt.	12 0	"
	" " " Straits and Dutch East Indies	"	7 0	"
	Betelnuts, whole from Ceylon ...	"	9 0	"
	" raw, split (sundried) from Ceylon ...	"	17 0	"
	" —all other sorts ...	...	*ad valorem*	"
	Chillies, dry	cwt.	12 0	"
	Cloves	"	35 0	"
	" stems and heads	"	7 0	"
	" in seeds, narlavang ...	"	10 0	"
	Ginger, dry	"	24 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Articles of Food and Drink— *concld.*		Rs. a.	
	SPICES—*concld.*			
	Mace	lb.	1 2	Five per cent.
	Nutmegs	,,	0 5½	,,
	,, in shell	,,	0 4	,,
	Pepper, black	cwt.	24 0	,,
	,, white	,,	40 0	,,
	All other sorts of spices	...	*ad valorem*	,,
8	SUGAR, crystallised, beet	cwt.	10 4	,,
	,, ,, and soft, refined in China ...	,,	11 0	,,
	,, ,, ,, ,, from Java, 23 Dutch standard and above.	,,	10 0	,,
	,, ,, ,, ,, from Java, 16 to 22 Dutch standard.	,,	9 0	,,
	,, ,, ,, ,, from Java, 15 Dutch standard and under.	,,	8 8	,,
	,, ,, ,, ,, from Mauritius equal to 16 Dutch standard and over.	,,	9 12	,,
	Molasses from Java	,,	2 4	,,
	,, ,, other countries ...	,,	3 0	,,
	Sugar, all other sorts, including saccharine produce of all kinds and confectionery...	...	*ad valorem*	,,
9	TEA, black	lb.	0 11	,,
	,, green	,,	0 9	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials.		Rs. a.	
10	CHEMICAL PRODUCTS AND PREPARATIONS—			
	Acid, sulphuric	...	*ad valorem*	Five per cent.
	Alkali, Indian (sajji-khar) ...	cwt.	2 2	"
	Alum	"	4 12	"
	Arsenic (China mansil)	"	30 0	"
	" other sorts	...	*ad valorem*	"
	Bicarbonate of soda	cwt.	6 0	"
	Copperas, green	...	*ad valorem*	Two and one-half per cent.
	Explosives namely, blasting gelatine, dynamite, roburite, tonite, and all other descriptions, including detonaters and blasting fuse	...	"	Five per cent.
	Sal ammoniac	cwt.	31 0	"
	Sulphate of copper	"	17 0	"
	Sulphur (brimstone), flour ...	"	5 8	"
	" ("), roll ...	"	5 4	"
	" ("), rough ...	"	4 13	"
	All other sorts of chemical products and preparations, including saltpetre, borax, grape sugar and glucose, but excluding nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, and kainit salts, which are free	...	*ad valorem*	"
11	DRUGS, MEDICINES AND NARCOTICS—			
	Aloes, black	...	"	"
	" Socotra	...	"	"
	Aloe-wood	...	"	"
	Anti-plague serum	...	...	Free.
	Assafœtida (hing)	cwt.	90 0	Five per cent.
	" coarse (hingra) ...	"	28 0	"
	Atâry, Persian	...	*ad valorem*	"
	Bánslochan (bamboo camphor)...	lb.	0 6	"
	Brimstone (amalsára)	...	*ad valorem*	"
	Calumba root	cwt.	7 8	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*contd.*		Rs. a.	
	DRUGS, MEDICINES AND NARCOTICS—*concld.*			
	Camphor, refined, cakes	lb.	1 8	Five per cent.
	" partially refined, cake, in blocks of about 13 lbs.	"	1 2	"
	" in powder	...	*ad valorem*	"
	Cassia lignea	cwt.	30 0	"
	China root (chubchini), rough ...	"	9 0	"
	" ("), scraped...	"	15 0	"
	Cocaine	...	*ad valorem*	"
	Cubebs	cwt.	56 0	"
	Galangal, China	"	5 8	"
	Pellitory (akalkara)	...	*ad valorem*	"
	Peppermint crystals	...	"	"
	Quinine and other alkaloids of cinchona	...	...	Free.
	Salep	cwt.	250 0	Five per cent.
	Senna leaves	...	*ad valorem*	"
	Storax, liquid (rose melloes or salaras)	cwt.	40 0	"
	Tobacco, unmanufactured ...	...	...	Free.
	" manufactured excluding cigarettes ...	...	*ad valorem*	Five per cent.
	" manufactured Cigarettes of a value not exceeding Rs. 8 per thousand ...	lb.	2 0	"
	" manufactured Cigarettes of a value exceeding Rs. 8 per thousand	"	7 8	"
	All other sorts of drugs, medicines and narcotics, except opium (for which see Schedule III)	...	*ad valorem*	"
12	DYEING AND TANNING MATERIALS—			
	Alizarine dye, dry, 40 per cent.	lb.	1 4¼	"
	" " " 50 " ...	"	1 8½	"
	" " " 60 " ...	"	1 12¾	"
	" " " 70 " ...	"	2 0¼	"
	" " " 80 " ...	"	2 4¼	"
	" " " 100 " ...	"	2 12¾	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials—*concld.*		Rs. a.	
	DYEING AND TANNING MATERIALS—*concld.*			
	Alizarine dye, moist, 10 per cent.	lb.	0 4¾	Five per cent.
	„ „ „ 16 „ ...	„	0 7	„
	„ „ „ 20 „ ...	„	0 8	„
	Aniline „ „ indigo, blue...	„	0 6½	„
	„ „ dry	„	1 0	„
	„ salts	...	*ad valorem*	„
	Avar bark	cwt.	3 4	„
	Buzgand (gulpista)	...	*ad valorem*	„
	Cochineal	lb.	0 14	„
	Gallnuts (myrabolams)	...	*ad valorem*	„
	„ Persian	cwt.	48 0	„
	Madder or manjit...	...	*ad valorem*	„
	Orchilla weed	...	„	„
	Sappan wood and root	...	„	„
	Turmeric	...	„	„
	All other sorts of dyeing and tanning materials	...	„	„
	Metals and Manufactures of Metals.			
13	HARDWARE AND CUTLERY, including ironmongery and plated-ware, and also including machines, tools, and implements to be worked by manual or animal labour. [*Exceptions, which are free*: (i) Water-lifts, sugar-mills, oil-presses, and parts thereof, and any other machines and parts of machines ordinarily used in processes of husbandry, or for the preparation for use or for sale of the products of husbandry, which the Governor General in Council may, by notification in the *Gazette of India*, exempt; (ii) the following agricultural implements, when constructed so			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	that they can be worked by manual or animal power, namely, winnowers, threshers, mowing and reaping machines, elevators, seed-crushers, chaff-cutters, root-cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; (iii) the following dairy appliances, when constructed, so that they can be worked by manual or animal power, namely, cream separators, milk sterilizing or pasteurizing plant, milk aerating and cooling apparatus, churns, butter dryers and butter workers; (iv) the following articles used in the manufacture of cotton, namely, bobbins (warping), forks for looms, healds, heald cords, heald knitting needles, laces, lags and needles, for dobbies, pickers (buffalo and others), picking bands, picking levers, picking sticks (over and under), reed pliers, reeds, shuttles (for power looms), springs for looms, strappings, and weft forks; (v) box backs and swells and rough unshaped bobbin ends when imported by or on behalf of a manufacturer or mill-owner, and certified by him to be intended exclusively for use in his mill]...	.....	*ad valorem*	Five per cent.
14	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam rollers, fire engines and other machines in which the prime-mover is not separable from the operative parts ...	.....	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
	Machinery (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which before being brought into use require to be fixed with reference to other moving parts, and including belting of all materials for driving machinery	...	...	Free.
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note—Machinery and component parts thereof made of substances other than metal are included in this entry.			
15	METALS, unwrought and wrought, and articles made of metals—			
	Brass, orsidue and leaves, European	...	*ad valorem*	Five per cent.
	Brass, orsidue and leaves, China.	...	"	"
	Brass, patent or yellow metal, sheets weighing 1 lb or about, per square foot, and sheathing, sheets, braziers, and plates	cwt.	47 0	"
	Brass, patent or yellow metal, (old)	"	32 0	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Brass sheets, flat or in rolls, weighing less than 1 lb. per square foot	cwt.	*ad valorem*	Five per cent.
	„ wire	...	„	„
	„ all other sorts	...	„	„
	Copper, bolt and bar, rolled ...	...	„	„
	„ braziers, sheets, plates and sheathing	cwt.	56 0	„
	„ nails and composition nails	...	*ad valorem*	„
	„ old	cwt.	42 0	„
	„ pigs, tiles, ingots, cakes, bricks and slabs ...	„	50 0	„
	„ China, white, copperware	lb.	2 0	„
	„ foil or dankpana, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	2 2	„
	„ foil or dankpana, coloured, 10 to 11 in. × 4 to 5 in.	„	2 4	„
	„ wire, including phosphor-bronze...	...	*ad valorem*	„
	„ all other sorts, unmanufactured and manufactured except current coin of the Government of India, which is free... ...	...	„	„
	German silver	...	„	„
	Gold bullion and coin	...	...	Free.
	Gold leaf	...	*ad valorem*	Five per cent.
	Iron, anchors and cables... ...	...	„	One per cent.
	„ Lowmoor and similar qualities, all descriptions ...	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron, angle, T, other than Lowmoor or Swedish ...	ton	95 0	One per cent.
	„ angle, T, other than Lowmoor or Swedish if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ bar Swedish and similar qualities	ton	155 0	„
	„ „ Swedish and similar qualities, nail-rod, round-rod & square under half an inch in diameter....	„	165 0	„
	„ „ other kinds	„	95 0	„
	„ „ other kinds, nail-rod, round-rod & square, under half an inch in diameter	„	100 0	„
	„ „ other kinds if galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ beams, joists, pillars, girders, screw-piles, bridge-work, & other such descriptions of iron imported exclusively for building purposes ...	...	„	„
	„ channel, including channel for carriages	...	„	„
	„ plate and sheet, Swedish and charcoal	...	„	„
	„ bars, plates, and sheets, Swedish and charcoal, if galvanized, tinned, or lead-coated	...	„	„
	„ plate, other kinds, above ¼ inch thick, and strips ...	ton	105 0	„
	„ sheets other kinds, up to ¼ inch thick	„	115 0	„
	„ sheets (other than corrugated), plates, or strips other kinds, if galvanized, tinned, lead-coated, chequered or planished ...	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Iron sheets, corrugated, galvanised or black	ton	195 0	One per cent.
	„ hoop	„	130 0	„
	„ nails, rose, wire, and flat-headed	cwt.	2 8	„
	„ nails, other kinds, including galvanized, tinned, or lead-coated	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	cwt.	2 0	„
	„ pig	...	*ad valorem*	„
	„ pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	„	„
	„ rails, chairs, sleepers, and fish-plates, other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars.	...	„	„
	„ rice-bowls	...	„	„
	„ ridging, guttering, and continuous roofing ...	...	„	„
	„ rivets and washers, all sorts	...	„	„
	„ wire, including fencing wire and wire rope, but excluding wire-netting...	...	„	„
	„ cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No. 16 ... ... o	can	0 3½	Five per cent.
	„ all other sorts, including discs or circles and wire-netting	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*contd.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*contd.*			
	Lametta	...	*ad valorem*	Five per cent.
	Lead, all sorts (except sheets for tea-chests, which are free) ...	...	„	„
	Quicksilver	lb.	1 10	„
	Shot, bird	cwt.	20 0	„
	Silver bullion or coin, except current coin of the Government of India, which is free...	...	*ad valorem*	„
	Steel anchors and cables ...	...	„	One per cent.
	„ blooms	...	„	„
	„ angle, T, ...	ton	95 0	„
	„ „ „ and hoop, if galvanized, tinned or lead-coated	...	*ad valorem*	„
	„ bars (other than cast steel).	ton	95 0	„
	„ „ Swedish and similar qualities...	...	*ad valorem*	„
	„ „ nail-rod, round rod, and square, under ½ inch in diameter	ton	100 0	„
	„ bar, galvanized, tinned, lead-coated, planished, or polished	...	*ad valorem*	„
	„ channel, including channel for carriages	...	„	„
	„ plates above ¼ inch thick, and strips	ton	105 0	„
	„ sheets up to ¼ inch thick...	„	115 0	„
	„ sheets (other than corrugated), plates, or strips, if galvanized, tinned, lead-coated, or planished ...	...	*ad valorem*	„
	„ sheets, corrugated, galvanized or black	ton	195 0	„
	„ hoop...	„	130 0	„
	„ nails...	...	*ad valorem*	„
	„ nuts and bolts, also hooks and nuts for roofing, galvanized or black ...	...	„	„
	„ old	ton	120 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Metals and Manufactures of Metals—*concld.*		Rs. a.	
15	METALS, unwrought and wrought, and articles made of metals—*concld.*			
	Steel beams, joists, pillars, girders, bridge-work, and other such descriptions of steel, imported exclusively for building purposes	...	*ad valorem*	One per cent.
	,, cast and blistered, including spring and tub steel...	...	,,	,,
	,, ridging, guttering, and continuous roofing	...	,,	,,
	,, pipes and tubes, including fittings therefor, such as bends, boots, elbows, tees, sockets, flanges, and the like	...	,,	,,
	,, rails, chairs, sleepers, and fish-plates other than those described in No. 60, also spikes (commonly known as dog spikes), switches, crossings, lever-boxes, clips, and tie-bars	...	,,	,,
	,, rivets and washers, all sorts	...	,,	,,
	,, wire, including fencing wire and wire rope, but excluding wire-netting	...	,,	,,
	,, cans, tinned, when imported containing petroleum, which is separately assessed to duty at one anna per Imperial gallon under No. 16	can	0 3½	Five per cent.
	,, all other sorts, including discs or circles and wire-netting	...	*ad valorem*	,,
	Tin, block	cwt.	115 0	,,
	,, foil, and other sorts... ...	...	*ad valorem*	,,
	Zinc or spelter, nails	...	,,	,,
	,, ,, tiles or slabs, soft.	cwt.	21 0	,,
	,, ,, ,, ,, hard.	,,	17 0	,,
	,, ,, all other sorts, including boiler tiles ...	...	*ad valorem*	,,
	All other sorts of metals... ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	OILS.		Rs. a.	
16	PETROLEUM, including also naphtha and the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosene, paraffin oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal schist, shale, peat or any other bituminous substance, or from any products of petroleum	Imperial gallon.	...	One anna.
	PETROLEUM, which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively for the batching of jute or other fibre or for lubricating purposes	...	*ad valorem*	Five per cent.
	PETROLEUM, which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended for use exclusively as fuel or for some sanitary or hygienic purpose ...	...	„	„
	Cocoanut-oil	cwt	24 0	„
	All other sorts of oil, animal or vegetable (including otto of all kinds), and mineral, including paraffin wax	...	*ad valorem*	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured.		Rs. a.	
17	APPAREL, including drapery, haberdashery, and millinery, and Military and other Uniforms and accoutrements; but excluding cotton-hosiery (for which see No. 30) and boots and shoes (for which see No. 45) and excluding also uniforms and accoutrements appertaining thereto, imported by a public servant for his personal use, which are free ...	...	*ad valorem*	Five per cent
18	ART, WORKS OF, except (1) statuary and pictures intended to be put up for the public benefit in a public place, and (2) memorials of a public character intended to be put up in a public place, including the materials used, or to be used, in their construction, whether worked or not, which are free	...	,,	,,
19	BAMBOOS, common, grass, hay, rushes, straw, and leaves...	...	...	Free.
20	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music, and manuscripts	...	...	,,
21	BRISTLES AND FIBRE, for brushes and brooms	...	...	,,
22	BRUSHES AND BROOMS, all sorts ...	...	*ad valorem*	Five per cent.
23	BUILDING AND ENGINEERING MATERIALS, namely, asphalt, bricks and tiles, cement of all kinds, fire-clay, earthenware piping, lime, and other kinds not otherwise described	...	,,	,,
24	CABINET-WARE AND FURNITURE ...	...	,,	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
25	CARRIAGES AND CARTS, including motor cars, bicycles, tricycles, jinrikshas, bath chairs, perambulators, trucks, wheelbarrows, and all other sorts of conveyances, and component parts thereof, but excluding motor cars, designed to carry goods and containing a prime-mover, which are free ...	...	*ad valorem*	Five per cent.
26	CHINESE AND JAPANESE-WARE, including lacquered-ware, but excluding earthenware, China, and porcelain (for which see No. 32) ...	...	„	„
27	CLOCKS, WATCHES, and other Time-keepers, and parts thereof ...	...	„	„
28	COAL, COKE, AND PATENT FUEL ...	...	...	Free.
29	CORDAGE, Rope and Twine made of any vegetable fibre	...	*ad valorem*	Five per cent.
30	COTTON, AND ARTICLES MADE OF COTTON—			
	Cotton, raw	...	...	Free.
	„ twist and yarn	...	...	„
	„ sewing and darning thread	...	...	„
	„ piece-goods, hosiery, crochet cotton thread and all other manufactured cotton goods not otherwise described...	...	*ad valorem*	Three and one-half per cent.
31	EARTH, COMMON CLAY, AND SAND.	...	...	Free.
32	EARTHENWARE (except earthenware piping, for which see No. 23), China, China clay, porcelain, and imitation or false coral	...	*ad valorem*	Five per cent.
33	FANS OF ALL KINDS, except common palm-leaf fans, which are free ...	—	„	„
34	FIREWORKS, all sorts, including fulminating-powder	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
35	FLAX AND ARTICLES MADE OF FLAX, including linen-thread ...	...	*ad valorem*	Five per cent.
36	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels	...	,,	,,
37	GUMS, GUM-RESINS, and articles made of gum or gum resin—			
	Copal	...	,,	,,
	Cutch and gambier	cwt.	18 0	,,
	Gamboge	lb.	1 12	,,
	Gum Ammoniac, ...	cwt.	20 0	,,
	,, Arabic	,,	18 0	,,
	,, Bdellium	...	*ad valorem*	,,
	,, Benjamin, ras	cwt.	22 0	,,
	,, ,, cowrie	,,	80 0	,,
	,, Bysabol (coarse myrrh) ...	,,	30 0	,,
	,, Olibanum or frankincense.	...	...	Free.
	,, Persian (false)	cwt.	12 0	Five per cent.
	Myrrh	,,	35 0	,,
	Rosin	,,	8 8	,,
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin, including caoutchouc and gutta-percha...	...	*ad valorem*	,,
38	HEMP, including Manila hemp, and articles made therefrom	...	,,	,,
39	HIDES AND SKINS (except raw or salted hides and skins, which are free), including parchment and vellum, gold beaters' skins, and all other descriptions of hides or skins	...	,,	,,
40	HORNS	...	...	Free.
	HORNS, articles made of, not otherwise described	...	*ad valorem*	Five per cent.
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—			
	Computing, Dental, Distilling, Diving, Drawing, Educational, Electric, Electric lighting, Galvanic, Measuring, Musical, Optical, Philosophical, Phonographic, Photographic (includ-			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	ing materials for Photography), Scientific, Surgical, Surveying, Telegraphic, Telephonic, Typewriters, and all other sorts, except Telegraphic instruments and apparatus, and parts thereof, when imported by or under the orders of a railway company, and any instruments, apparatus, and appliances when imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling, which are free	...	*ad valorem*	Five per cent.
	All band instruments (other than stringed instruments), imported by a native regiment of His Majesty's Regular Forces in India, or by a unit of the Imperial Service Troops, or by a Military Police Battalion, and certified by the Officer Commanding the regiment or unit or the Officer in charge of the Military Police Battalion, to be for the *bonâ fide* exclusive use of the Regimental band, or the band attached to the Military Police Battalion, as the case may be and the following accessories thereto, are also free of duty :—			
	Bags for bagpipes.			
	Cardholders.			
	Carriages (brown or black)			
	Cases for reeds and mouthpieces.			
	Cases (leather or wooden).			
	Chanters, pipe, and practice.			
	Cleaners for brass and reed instruments.			
	Cord for bagpipes.			
	Crooks.			

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
41	INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof—*contd.*			
	Drones for bagpipes.			
	Drum heads.			
	Drum sticks.			
	Drum flesh hoops.			
	Fingertops.			
	Green broadcloth for drums.			
	Green silk ribbon for drums.			
	Key pads for reed instruments.			
	Ligatures for reed instruments.			
	Mouthpieces and caps therefor.			
	Mutes for brass instruments.			
	Pipe tassels for bagpipes.			
	Reeds.			
	Ribbons for bagpipes.			
	Ropes for drums.			
	Shanks and slides for brass instruments.			
	Silver buckles for drums.			
	Silver buttons for drums.			
	Springs.			
	Snares.			
	Taps for brass instruments.			
	Valve corks.			
	Valve tops and needles.			
42	IVORY AND IVORY-WARE—			
	Unmanufactured—			
	Elephants' grinders	cwt.	350 0	Five per cent.
	„ tusks (other than hollows, centres, and points), each exceeding 20lb. in weight, and hollows, centres, and points, each weighing 10lbs. and over...	„	1,000 0	„
	Elephants' tusks (other than hollows, centres, and points) not less than 10lbs. and not exceeding 20lbs. each, and hollows, centres, and points, each weighing less than 10lbs...	„	900 0	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	IVORY AND IVORY-WARE—*contd.*			
	Unmanufactured—			
	Elephants' tusks, each less than 10lbs. (other than hollows, centres, and points)	cwt.	650 0	Five per cent.
	Sea-cow or moye teeth, each not less than 4lbs.	„	260 0	„
	Sea-cow or moye teeth, each not less than 3lbs. and under 4lbs.	„	215 0	„
	Sea-cow or moye teeth, each less than 3lbs.	„	150 0	„
	All other sorts, manufactured and unmanufactured	...	*ad valorem*	„
43	JEWELLERY AND JEWELS, including plate and other manufactures of gold and silver—			
	Silver-ware, plain.. .. ... (Other than European.)	tola	1 4	„
	„ embossed or chased. (Other than European.)	„	1 10	„
	All other sorts, except precious stones and pearls, unset, which are free	...	*ad valorem*	„
44	JUTE, Raw	...	...	Free.
	„ articles made of, except second-hand or used gunny bags, which are free	...	*ad valorem*	Five per cent.
45	LEATHER, and articles made of leather, including boots and shoes, harness and saddlery, except saddlery of a Military pattern imported by an Officer of His Majesty's Regular Forces and forming part of the equipment with which he is required to supply himself under Army Regulations, which is free ...	...	„	„
46	MALT	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
47	MANURES of all kinds, including animal bones	...	...	Free.
48	OILCAKE, also bran, fodder, and cattle-food of all kinds	...	...	"
49	OIL-CLOTH AND FLOOR-CLOTH, including linerusta, linoleum, and tarpaulins	...	*ad valorem*	Five per cent.
50	PAINTS, COLOURS, PAINTERS' MATERIALS, and compositions for application to leather, wood, and metals—			
	Lead, red, dry	cwt.	16 8	"
	" white, dry	"	17 8	"
	Ochre, other than European, all colours	"	2 12	"
	Paints, composition	...	*ad valorem*	"
	" patent driers	...	"	"
	Turpentine	Imperial gallon.	3 0	"
	Verdigris	...	*ad valorem*	"
	Vermilion, Canton	box of 90 bundles.	105 0	"
	Zinc, white, dry	...	*ad valorem*	"
	All other sorts, including glue and putty	...	"	"
51	PAPER, PASTEBOARD, MILLBOARD, AND CARDBOARD of all kinds, including ruled or printed forms and account and manuscript books, labels, advertising circulars, sheet or card almanacs, and calendars, Christmas, Easter, and other cards, including cards in booklet form, including also waste paper and old newspapers for packing, but excluding trade catalogues and advertising circulars imported by packet, book or parcel post, which are free ...	...	"	"
	" articles made of paper and papier-mâché	...	"	"

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
52	PERFUMERY—			
	Gowla, husked and unhusked ...	cwt.	40 0	Five per cent.
	Kapurkachri (zedoary)	,,	15 0	,,
	Patch leaves (patchouli) ...	,,	17 0	,,
	Rose-flowers, dried	,,	20 0	,,
	Rose-water...	Imperial gallon.	2 6	,,
	All other sorts, except perfumed spirit (for which see Schedule III) ...	...	*ad valorem*	,,
53	PITCH, TAR AND DAMMER—			
	Bitumen	...	,,	,,
	Dammer	...	,,	,,
	Pitch, American and European.	...	,,	,,
	,, coal	...	,,	,,
	Tar, American and European...	...	,,	,,
	,, coal	...	,,	,,
	,, mineral	...	,,	,,
54	PLANTS AND BULBS, living, also dried for herbaria	...	...	Free.
55	PRECIOUS STONES AND PEARLS, unset (including the stones generically known as Cambay stones, such as agates, cornelians and onyx).	...	...	,,
56	PULP of wood, straw, rags, paper, and other materials	...	...	,,
57	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, brass rules, composing sticks, chases, imposing tables, and lithographic stones, stereo-blocks, roller moulds, roller frames and stocks, roller composition, standing screw and hot presses, perforating machines, gold blocking presses, stereo-typing apparatus, metal furniture, paper folding machines and paging and numbering machines, but not including paper	...	...	,,

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
58	RAGS	...	...	Free.
59	RACKS for the withering of tea leaf.	...	...	—
60	RAILWAY MATERIAL for permanent-way and rolling-stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus, brakegear, couplings and springs, signals, turn-tables, weigh-bridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a Railway Company, namely, cranes, water cranes, water tanks, and standards, wire and other materials for fencing: Provided that for the purpose of this exemption "railway" means a line of Railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a Native State, under the suzerainty of His Majesty, and also such tramways as the Governor General in Council may, by notification in the *Gazette of India*, specifically include therein.	...	...	
61	SEEDS, except oil-seeds imported into British India by sea from the territories of any Native Prince or Chief in India which are free—			
	All sorts	...	*ad valorem*	Five per cent.
62	SHELLS AND COWRIES—			
	Chanks—large shells, for cameos.	...	„	„
	„ white, live	...	„	„
	„ „ dead	...	„	„
	Cowras	...	„	„

SCHEDULE IV.—(IMPORT TARIFF)—*contd.*

GENERAL DUTIES—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*contd.*		Rs. a.	
	SHELLS AND COWRIES—*contd.*			
	Cowries, bazar, common ...	cwt.	4 0	Five per cent
	„ yellow, superior quality	„	5 8	„
	„ Maldive	„	7 0	„
	„ Sankhla	„	85 0	„
	Mother-of-pearl, Nacre	...	...	Free.
	Nakhla	cwt.	115 0	Five per cent.
	Tortoise-shell	lb.	12 0	„
	„ Nakh	„	5 0	„
	All other sorts, including articles made of shell, not otherwise described	...	*ad valorem*	„
63	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats, and barges, imported entire or in sections	...	...	Free
64	SILK AND ARTICLES MADE OF SILK—			
	Bokhara	lb.	9 0	Five per cent.
	Floss	...	*ad valorem*	„
	Piece-goods	...	„	„
	Sewing thread, China	...	„	„
	Raw silk—Chaharam, Indo-China, and yellow Shanghai ...	lb.	4 8	„
	Mathow	„	2 12	„
	Other kinds of China including re-reeled Silk...	„	6 0	„
	Waste and Kachra ...	...	*ad valorem*	„
	Panjam	lb.	2 4	„
	Persian	„	4 8	„
	Siam	„	2 8	„
	All other sorts, including cocoons.	...	*ad valorem*	„
65	SOAP	...	„	„
66	SPECIMENS ILLUSTRATIVE OF NATURAL SCIENCE, including also antique coins and medals	...	...	Free.

SCHEDULE IV.—(IMPORT TARIFF)—*concld.*

GENERAL DUTIES—*concld.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	Other Articles, unmanufactured and manufactured—*concld.*		Rs. a.	
67	STATIONERY, excluding paper (for which see No. 51)	...	*ad valorem*	Five per cent.
68	STONE AND MARBLE, and articles made of stone and marble... ...	...	,,	,,
69	TALLOW AND GREASE, including stearine	...	,,	,,
70	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Customs Collector is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	...	...	Free.
71	TEXTILE FABRICS not otherwise described	...	*ad valorem*	Five per cent.
72	TOILET REQUISITES not otherwise described	...	,,	,,
73	TOYS, including toy-books, and requisites for all games	...	,,	,,
74	UMBRELLAS, parasols and sunshades of all kinds	...	,,	,,
75	WALKING STICKS and sticks for umbrellas, parasols and sunshades, of all kinds, mounted and unmounted, driving, riding, and other whips, fishing rods and lines ...	...	,,	,,
76	WOOD AND TIMBER (except firewood, which is free), and articles made of wood not otherwise described	...	,,	,,
77	WOOL, Raw	...	...	Free.
	,, articles made of, including felt	...	*ad valorem*	Five per cent.
78	ALL OTHER ARTICLES, manufactured or unmanufactured, not described in this Schedule... ...	...	,,	,,

APPENDIX H-2.

LIST OF COTTON PIECE-GOODS.

No. 7971.

COMMERCIAL INTELLIGENCE DEPARTMENT, INDIA,
CALCUTTA, the 6th November 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of the correspondence ending with your letter No. 1245, dated the 26th November 1909, I have the honour to say that there is now under consideration the revision of the List of Cotton Piece-goods, prescribed in the Resolution by the Government of India in the Department of Commerce and Industry, No. 10714-10720-122, dated the 19th December 1907.

2. No suggestions have this year been made by the Collectors of Customs for additions to the list, and there seems to be a general feeling that it is now sufficently comprehensive. Should, however, your Committee consider that there is any truly distinctive description of goods not already provided for, samples of such goods should accompany any recommendation for their inclusion.

3. It would be convenient if your proposals could reach me by the end of this month, so as to enable me to make my recommendations to the Government of India by the middle of December.—I have, etc.,

E. SEQUEIRA,
Asst. Dir. of Statistics,
for Dir. Genl. of Comml. Intce.

No. 967 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 18th November 1909.

The DIRECTOR-GENERAL OF COMMERCIAL INTELLIGENCE,
GOVERNMENT OF INDIA,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 7971 of the 6th instant asking whether this Chamber has any sugges-

tions to make in connection with the revision of the List of Cotton Piece-Goods.

In reply, I am to say the matter has received the careful attention of my Committee, and as they consider the list is now sufficiently comprehensive, they desire me to state that they have no additions to suggest.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX H-3.

COUNTRY OF ORIGIN ON IMPORTED GOODS.

No. 1612 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 15th February 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to your letter, dated 16th November 1908, to the address of the Government of India, Department of Commerce and Industry, regarding the indication of the country of origin on imported goods, I am directed to state, for the information of the Chamber, that, pending an amendment of the English Act in a similar direction, the Government of India are unable to take into consideration proposals for an amendment of the Indian Merchandise Marks Act, which would be necessary to make lawful the marking of expressions as "Foreign Make," etc., on goods falling under section 10 (1) (*e*) of the Act, I am to point out that the proposal for the recent modification of the practice of the Indian Custom Houses under the instructions referred to in this Government letter, No. 4003, dated 16th April 1908, did not meet with the unanimous approval of the Mercantile Associations and bodies consulted, and that even in the event of an amendment being made in the English Act in the manner suggested, the Government of India will require to be assured of the general support of those interested before introducing similar legislation in India.—I have, etc.,

H. B. CLAYTON,
Acting Under Secretary to Government.

No. 216 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 11th March 1909.

The ACTING UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 1612, dated 15th February 1909, informing the Chamber that, pending an amendment of the English Act, regarding the indication of the Country of Origin on imported goods, the Government of India are unable to take into consideration proposals for an amendment of the Indian Merchandise Marks Act in a similar direction. Further that, even in the event of an amendment being made in the English Act, the Government of India would require to be assured of the general support of those interested before legislating in the matter.

My Committee have carefully considered the above Resolutions of Government, and they regret to have to express their disappointment at the ultimate result of all the correspondence that has taken place, as they feel that the decision has left the British Merchant in India in a less favourable position than before.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-1.

RAILWAYS.

MUTTRA-ALIGARH LINK.

No. 300 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 31st March 1909.

The SECRETARY, RAILWAY BOARD,
Calcutta.

SIR,—In a letter No. 626 of the 13th July 1906, my Committee drew your attention to the desirability of linking up Muttra with Aligarh by a broad gauge line in anticipation of the completion of the Nagda-Muttra Railway.

2. It was pointed out in the letter above referred to, that Aligarh was one of the largest trading towns in the United Provinces, and that it was also one of the termini of the Oudh and Rohilkhand Railway. It is also a station of importance on the East Indian Railway. The connection, therefore, of Muttra with Aligarh would place the important Trade centres of Chandausi, Bareilly and Muradabad in direct communication, without break of gauge, with Central India and the Bombay Presidency, and the distance to Aligarh from Bombay would be reduced by nearly 100 miles.

3. The survey of this extension was sanctioned and carried out by Government in 1904, and my Committee have been hoping ever since that work would be commenced. They were, therefore, very disappointed to note from a Calcutta telegram of March 9th which appeared in the Bombay daily papers of the 10th that the Railway construction programme for the current year will include, amongst other works, the Allahabad-Cawnpore-Rae Barelli and Nagpur-Chindwara lines, and that no allusion is made to the Muttra-Aligarh connection.

4. My Committee beg to submit that the above two lines are of much less general importance to the country as a whole than the Muttra-Aligarh Railway, which for Bombay especially is a very important connection. My Committee are quite prepared to admit that the Cawnpore-Rae Barelli Line is a useful one; but considering that a large amount of construction has been going on in this area for some time past, which is now very well served by Railways, there does not seem to be any reason why it should take precedence of the Muttra-Aligarh connection, while the Nagpur-Chindwara Line on the 2'-6" gauge, though usefully serving local purposes, can hardly be placed in the same category as the Muttra-Aligarh Railway.

5. My Committee would, therefore, be glad to know what are the intentions of Government as regards the construction of this latter line, which the commercial community of Bombay consider of very great importance, as it would bring Bombay into closer touch with the regions served by the Oudh and Rohilkhand Railway, and would, besides passing through the important pilgrim town of Brindaban open up a country from which there is an assured traffic.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-I.

GOVERNMENT OF INDIA.

No. 1121 R. C.

RAILWAY DEPARTMENT.

RAILWAY BOARD,
SIMLA, dated the 19th April 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 300, dated the 31st March, in which you ask the intention of Government as regards the construction of a broad gauge line from Muttra to Aligarh.

2. In reply, I am to inform you that the question of the construction of such a line has already received the careful consideration of the Railway Board : and they are not prepared to recommend the inclusion of the line in the Railway Programme as one to be carried out at an early date.

3. It is true, as stated in your paragraph 2, that the proposed connection, when the Nagda-Muttra Railway is opened, would create a through Broad Gauge route shorter than the existing one by about 100 miles ; but this reduction would be due mainly to the opening of the Nagda-Muttra Railway and not to the construction of the Aligarh-Muttra link.

With the Nagda-Muttra line opened, the construction of the proposed link would shorten the broad and metre gauge that would then be open to Bombay by 12 miles only.

4. With regard to the two Railways referred to in your paragraph 4, the Cawnpore-Rae Bareli line is one that has been most strongly advocated by the Local Government, and is a line that will open out a tract of country of far greater extent and fertility than the area that would be served by the Aligarh-Muttra link.

5. With regard to the Nagpur-Chindwara line, this is a project that it is directly in the interests of Bombay as it will open out large deposits of manganese that will probably be shipped from Bombay and serve as a feeder to the G. I. P. Railway Bombay traffic.

6. Furthermore, I am to point out that the extension of either of the Bombay broad gauge railways to Aligarh would be a distinct invasion of the area now served by the East Indian Railway, and if sanction to the extension were given, both the East Indian Railway Company and also the trade of Calcutta would certainly press the Government of India to sanction the construction of some retaliatory project, which it would then be difficult to refuse to agree to, and the result might, on the whole, be adverse to Bombay interests.

7. I am to add that, in the opinion of the Railway Board, the most feasible scheme to secure a through broad gauge route from Aligarh to Bombay, *via* the Nagda-Muttra route, is the construction of a Broad Gauge line from Bhuratpur to Agra; and this project will, I am to say, be considered when funds are available.—I have, etc.,

R. C. TOLKART.
Secretary, Railway Board.

No. 426 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 12th May 1909.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 1121 R. C. of the 19th ultimo, from which my Committee much regret to note that after careful consideration the Railway Board have decided that the construction of a broad gauge line from Muttra to Aligarh cannot be recommended for inclusion in the Railway programme as an extension to be carried out at an early date. It is understood that this line would be an inexpensive one to build, and if so apart from other considerations this would be a strong point in its favour. My Committee are however somewhat surprised to note from paragraph 6 of your letter that, if sanction was given to this extension the East Indian Railway Company would probably press for some retaliatory project which it would be difficult to refuse, and the result, on the whole, might be adverse to Bombay interests.

2. My Committee trust that no feeling of this kind will be allowed to stand in the way of an extension, into a district which now does an important business with Bombay, Rajputana, and Central India, and they are therefore unable to understand how the extension desired would be a distinct invasion of the area now served by the East Indian Railway, for the greater bulk of the cotton and a large proportion of the grain and seeds traffic from the Aligarh, Chandausi and Muradabad districts is despatched to the Bombay Market.

3. The extension of the Nagda-Muttra Railway to Aligarh appears to my Committee a natural one, and as Bombay would then be placed in direct communication on its own lines with the Oudh and Rohilkhand Railway and with a district from which a large amount of traffic is now drawn, the advantages to Bombay would be very considerable, apart from the fact that traffic would then be received which had not passed over a competitive system and been subject to the disabilities which have so hampered Bombay trade with this district in the past.

4. My Committee must, therefore, continue to press for this extension which they hold to be an important and necessary one; and they trust that on reconsideration the Railway Board will decide to give the scheme a prominent place in the Railway Programme.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

GOVERNMENT OF INDIA.

RAILWAY DEPARTMENT.

No. 1555 R.C.

SIMLA, dated the 26th of May 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 426, dated 12th May 1909, and in reply, with reference to para 2, I am to say that the contingency pointed in Railway Board's letter No. 1121

R. C., dated 19th April 1909, para 6, is a very real one. The main argument advanced by your Committee is the advantage that would accrue to Bombay by the construction of the line by a Railway terminating in Bombay.

In other words, this means that Bombay and its Railways are naturally anxious to divert to that Port a share of the traffic of the District that now goes to Calcutta, and the trade of the latter town and the Railway serving it may be relied on to raise the strongest objections to the proposals as adversely affecting their interests.

In these circumstances, and as it appears also from your para 2, that Bombay already draws the greater bulk of the cotton and a large proportion of the grain and seeds traffic from the Aligarh, Chandausi and Muradabad Districts, the Railway Board feel that no real hardship will be caused to Bombay trade by their adhering to the views contained in their letter No. 1121 R. C., dated 19th April 1909.—I have, etc.,

F. H. HADOW,
for Secretary, Railway Board.

No. 1140—RY. OF 1909.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 25th August 1909.

The CHAIRMAN, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to request that you will be so good as to inform Government, at an early date, whether there are any lines of Railway in this Presidency which your Chamber wish them to recommend for inclusion in the Railway Board's programme of Railway Construction.—I have, etc.,

R. W. MURPHY,
Under Secretary to Government.

No. 827 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 25th September 1909.

The SECRETARY to the GOVERNMENT OF BOMBAY,
PUBLIC WORKS DEPARTMENT,
Bombay.

SIR,—I am requested to acknowledge receipt of your letter No. 1140 of the 25th ultimo, in which you ask my Committee to mention any Railways in this Presidency they wish to recommend for inclusion in the Railway Board's programme of future construction.

2. In reply, I have the honour to state that in this Presidency my Committee have no new lines of railway to suggest; but they would be very greatly obliged if Government would strongly support the linking up, at the earliest opportunity, of Muttra with Aligarh as an extension of the broad-gauge Nagda-Muttra Railway. This extension is a most necessary one for Bombay, for Aligarh is one of the largest trading towns in the United Provinces, and is besides one of the termini of the Oudh and Rohilkhand Railway.

3. From important trade centres, such as Chandausi, Bareilly and Muradabad in the Oudh and Rohilkhand district, Rajputana, Central India and Bombay are now drawing a considerable trade, and the want of through connection on our own metals is greatly felt in times of pressure, when waggons are scarce, and the East Indian Railway is desirous of carrying as much as possible to Calcutta. Bombay at such times is seriously handicapped, and as, moreover, on Bombay traffic the highest rates possible are charged on the short distance from and *via* Aligarh to *via* Hathras and Agra, the only satisfactory solution of the difficulty is a through broad-gauge line of our own, and a glance at the map will show that Aligarh is the natural terminus of the new Nagda-Muttra Railway. The Chamber has been in communication with the Railway Board on this subject, but the replies received have been unsatisfactory. The Board states "that the extension of either of the Bombay Broad gauge railways to Aligarh would be a distinct invasion of the area now served by the East Indian Railway, and if sanction to the extension were given, both the East Indian Railway Company and also the trade of Calcutta would certainly press the Government of India to sanction the construction

of some retaliatory project, which it would then be difficult to refuse to agree to, and the result might, on the whole, be adverse to Bombay interests."

4. My Committee feel, however, that as Bombay is already drawing traffic from the above source, the Board's contention is hardly correct, and they do not attach much importance to the general opinion enunciated, as the Muttra-Aligarh connection is one that must sooner or later be made.

5. The line was surveyed five years ago, and the Chamber has been hoping ever since for its inclusion in the building programme. They trust, therefore, that Government will be able to see their way to strongly support this recommendation.

6. My Committee also desire to recommend the Bharatpur-Agra, Khandwa-Nanded, and Khamgaum-Jalna lines, as useful extensions and connections of existing systems.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX I-2.

RAILWAY RISK NOTES AND REFUND OF OVERCHARGES.

THE MARWARI ASSOCIATION,
153, HARRISON ROAD,
CALCUTTA, the 13th October 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am desired by the Committee of the Marwari Association to forward herewith copies of the correspondence that has passed between this Association and the Railway Board on the question of the Risk Note, Forms B. and H., now in use, and the

refunding of overcharges of Railway freight on goods. A perusal of the correspondence will show that the Railway Board has not given sufficient consideration to the representations. As, however, they refer to questions seriously affecting the interests of trade, the Committee sincerely hope, your Chamber will agree with the view taken by this Association and see their way to take up these questions with the authorities to bring about the necessary improvement.—Yours faithfully,

BADNIDAS GOENKA,
Honorary Secretary.

No. 143 of 1909.

THE MARWARI ASSOCIATION,
153, HARRISON ROAD,
CALCUTTA, the 10th March 1909.

THE SECRETARY, RAILWAY BOARD,
Calcutta.

SIR,—The Committee of the Marwari Association have had before them for some time past the question of the loss which the public, and specially the mercantile community are very often put to under the existing system of giving refund of overcharges of Railway freight; and by their desire, I have the honour to submit the following observations for the favourable consideration of the Railway Board.

It is a matter of common knowledge among the mercantile people that when the Railway freight on a consignment of goods is erroneously charged less by the despatching station than what it ought to be, it is the duty of the staff of the station of destination to realise the difference if the freight happens to be prepaid, or the amount charged in the Receipt *plus* the difference, if it is not prepaid, from the consignee before delivery. But in cases where such freight happens to be overcharged, to calculate and refund the excess to the consignee does not form part of the duty of the station staff.

In the Receipt form used for goods, there are two columns which provide for the correction of errors in the calculation of freight, but in practice only one of them, namely, the undercharge column is brought into use by the station staff, but not the other. The result is that in case of overcharge, the senders or consignees of goods, who

cannot generally be expected to possess any knowledge of the tariff rates, have, as a rule, to pay the excess; and, I may mention, that such cases of overcharges are neither few nor far between.

The Committee are fully aware that the Railways do not mean to take such overcharges for themselves, and that there is a provision for their refund to the parties concerned. But it is this existing provision which, in the opinion of the Committee, wants improvement to make it really serve the purpose for which it is intended. Under the existing rules, a periodical list of overcharges is issued by the Railway Audit Office and sent to the stations concerned to be hung up in some conspicuous place, to enable the parties concerned to apply for refund in most stations; however they are seldom hung up and the parties can seldom know to what refund, if any, they are entitled. Nor would it quite serve the purpose, if they were really hung up; for very few people would take the trouble of coming to a Railway station: only to see if there was such a list, and if their particular names were to be found in it.

I would further point out that the publication of such lists only affords much latitude to the dishonestly inclined among the subordinate Railway staff to turn the just claim of the senders and consignees of goods to their own advantage. There is nothing to prevent a member of the station staff from posing himself as the medium for a sender or consignee to get his refund, and thus unjustly extorting an illegal gratification. A careful investigation would perhaps show that refunds are not always claimed by the parties concerned in spite of the periodical lists.

My Committee submit that in the interests of the public and the trade of the country, some means should be devised to save the constituents of the Railways from such loss; and in their opinion the adoption of the system of widely advertising the particulars of such overcharges and claims of refund in the Vernacular and English newspapers and of serving individual notices to the parties entitled to such refund would minimise the disadvantages of the public and largely save them from loss.

My Committee sincerely hope this suggestion will receive due consideration of the Board, in view of the importance of the interest involved.—I have, etc.,

DAULATRAM CHOKHANY,
Honorary Secretary.

RAILWAY DEPARTMENT.

No. 520 R. T.

RAILWAY BOARD, CALCUTTA,
Dated the 18th March 1909.

The HONORARY SECRETARY, MARWARI ASSOCIATION,
Calcutta.

SIR,—I am directed by the Railway Board to acknowledge the receipt of your letter No. 143 of 1909, dated the 10th March 1909, regarding the refunding of overcharges.

2. The Railway Board have given their most careful consideration to your representation and regret they are unable to adopt the suggestion contained in the last part of your letter.

3. It is open to any consignor to check the charge levied, and if he thinks a mistake has been made he can make his claim direct against the company concerned. He is also at liberty to call on the Station Master, at any time, for the list of overcharges that have been admitted and which should have been hung up at the station, if the Station Master neglects his duty and fails to properly display the notice.

4. The Railway Board cannot help thinking that most consignors doing a regular trade are well aware of the correct rates that should be charged and are quite sufficiently acquainted with the methods of Railway working to know how to recover what is due to them.—I have, etc.,

(Sd.) R. C. VOLKART,
Secretary, Railway Board.

No. 183 of 1909.

THE MARWARI ASSOCIATION,
CALCUTTA, the 12th May 1909.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—With reference to the correspondence on the subject of the Refund of overcharges of Railway Freight ending with your letter No. 520 R. T., dated the 18th March 1909, I have the honour, by direction of the Committee, to submit the following further observations for the consideration of the Railway Board.

In coming to the conclusion that the system in vogue at present adequately meets public requirements in respect of getting refund of overcharges of freight, the Railway Board evidently had only a certain class of traders and merchants in their mind, namely, the large and constant importers and exporters of goods by rail, who are supposed to be well aware of the correct rates of freight and sufficiently acquainted with the methods of Railway working. In the opinion of the Committee, however, the question admits of consideration from a broader point of view which includes the consideration of the interests of all classes of people who use the Railways for the carriage of their goods.

I am, therefore, to point out, in the first place, that the Indian traders and merchants can be divided into different classes. Those who have fixed line of business and carry on their business on a large scale form but a small fraction of the entire trading community, the majority consisting of comparatively small traders and dealers in miscellaneous commodities who choose their line of trade according to the varying conditions of the market. Then there is that large class of trading people in the interior of the country, who, though by no means an unimportant section of the constituents of the Railways, are compelled to conduct their trade chiefly through the medium of correspondence by reason of the distance of their business centres from Railway lines and the general inconvenience in respect of conveyance in the interior, to say nothing of the general public occasionally using the Railways for the importation of their requirements from towns. The interests of all these classes, my Committee submit, deserve to be equally safeguarded, but the existing system fails to do so.

I may here also mention, and it is, indeed, a well known fact, that the Indian merchants and traders generally do not belong to the educated section of the people. Their education is chiefly of an elementary character and that also in their own vernaculars in which all their office works are generally carried on. Such being the true state of things, the Committee have no hesitation in repeating the remarks made in my predecessor's letter No. 143—1909, dated the 10th March 1909, to the effect that senders and consignees of goods generally do not possess the technical knowledge of the classification of goods or of the tariff rates. Nor can such people be reasonably

expected to possess such knowledge. From practical experience, the Committee can say that they only suffer the loss as unavoidable and do not know where or how to put forward their claims.

In the second place, I may invite the attention of the Railway Board to the loss of time and energy which the making of direct claims against Railway Companies involves. Instances of such claims being refused on some sort of a technical ground or abandoned by the claimants themselves after some time in the interests of more important works, or realised at last, through the expensive agency of professional "claims settlement agents" who are retired Railway servants, and are thoroughly conversant with the methods of Railway working, are neither few nor far between. When it is remembered that not an inconsiderable portion of such claims come from those big merchants who carry on a "regular trade" and who, living mostly in towns near Railway centres, possess many advantages over their brethren in the mofussil, the fate of the claims of mofussil merchants can be easily imagined. But apart from the question of the interests of the mofussil or any particular class of merchants, the loss of time and energy and engaging the services of professional agents referred to above are not matters of small trouble to the Merchants and the Committee submit that steps should be taken to minimize such troubles. The very fact that there is room for retired Railway servants to make use of their knowledge of Railway working in a professional way bears sufficient testimony to the existence of the popular grievance brought by this Association to the notice of the Railway Board.

In the third place, I may be permitted to dwell briefly upon the real position of the trading people in the mofussil. The plain truth is that the majority of them are not even aware of the existence of the provision of publishing a periodical list of overcharges or of displaying the same at the station. Those, whose place of business is near the Railway stations and who are aware of the provision, can indeed come and make enquiries, but their number is very small. Those, however, who are not aware of it or those who live far away from the Railway stations cannot possibly be expected to do so. The position of the station staff in the mofussil in relation to the trading people may also be taken into consideration in this connection. It is a matter of common knowledge that in many respects the safety of the interests of the exporter and importers of goods by rail lies to a large extent in the hands of the Station Master and his subordinate

staff. The trading people have, therefore, always to be very careful not to incur the displeasure of the station staff in any way. Almost similar is the case in towns also. Knowing this, the station people are also ever on the look-out as to how to turn their position to the best advantage, and this fact accounts for the corruption so well known to be rampant among the subordinate Railway Staff. Under such circumstances, it is, in the opinion of the Committee, too much to expect the badly educated or uneducated but busy trading people to proceed legally against the Railway Companies concerned or to bring the wilful neglect of the station staff always to the notice of the higher authorities. The Committee therefore advocate the adoption of a system which, while preventing, as far as possible, the overcharges of freight, will provide for the senders or consignees getting back their just dues more easily and independently of the selfish aid of the station staff.

Theoretically speaking, there are indeed provisions for the Railway to recover what is due to them, but the Committee have no hesitation in saying from practical experience that they do not work satisfactorily for reasons stated above, and there is therefore a strong feeling, though not yet fully given expression to, among the Indian trading public against what they consider, perhaps not wholly wrongly, to be an unfair provision for giving back what is due to them. My Committee, however, do not desire to go so far as to suggest the settlement of such claims of overcharge by the station staff while giving delivery of goods, but prefer a middle course as suggested in my predecessor's letter No. 143—1909, dated the 10th March 1909. The adoption of the measure suggested therein will mean but a little additional work, and my Committee, therefore, fail to see in what way those suggestions can be reasonably objected to.

From its position in relation to the trading people, in this as well as of other Provinces, this Association trusts it is entitled to be heard on questions affecting the trade and commerce of the country. In thus describing the state of things in this particular respect, the Committee, therefore, sincerely hope that the Railway Board will see the propriety of reconsidering their decision to protect the interest of all classes of people who use the Railways for the carriage of their goods.—I have, etc.,

BADNIDAS GOENKA,
Honorary Secretary.

RAILWAY DEPARTMENT.

No. 918 R. T.

SIMLA, Dated the 24th May 1909.

The HONORARY SECRETARY,
MARWARI ASSOCIATION.

SIR,—I am directed to acknowledge the receipt of your letter No. 183—1909 of the 12th May 1909, which has had the careful consideration of the Railway Board. With reference to the last paragraph of your letter, I am to say that the Railway Board will always be glad to receive suggestions from your Association for the improvement of the Railway carriage of the trade and commerce of the country.

2. In the particular case in question, the Railway Board regret they are unable to take any other view than that given in their letter No. 520 R. T., dated 18th March 1909.

3. The Railway Board have been giving particular attention to the improvement of the system under which claims are dealt with by Railways, and they have every hope that, under the improvements now being introduced, claims for overcharges will be more readily dealt with. —I have, &c.,

(Sd.)
for Secretary, Railway Board.

No. 211 of 1909.

THE MARWARI ASSOCIATION,
153, HARRISON ROAD,
CALCUTTA, the 2nd July 1909.

The SECRETARY, RAILWAY BOARD,
Simla,

SIR,—I am directed to acknowledge the receipt of your letter No. 918 R. T., of the 24th May 1909. The Committee note with satisfaction that the Railway Board have been giving particular attention to the above question, and that improvements are being introduced under which claims for overcharges will be more readily dealt with. The Committee hope that in dealing with the question

due attention will also be paid to the necessity of providing greater facilities for senders and consignees to know that an overcharge has been made and a refund is due. The Committee will, however, feel obliged if you will be so kind as to furnish them with a copy of the new improved rules about the settlement of claims for overcharges.—I have, &c.,

BADNIDAS GOENKA,
Honorary Secretary.

RAILWAY BOARD.

No. 1285 R. T.

SIMLA, Dated the 14th July 1909.

The HONORARY SECRETARY,
MARWARI ASSOCIATION,
Calcutta.

SIR,—With reference to your letter No. 211, dated the 2nd July 1909, in which you request to be furnished with a copy of the new improved rules regarding the settlement of claims for refund of overcharges, I am directed to state that the improvement of the system under which claims are dealt with, referred to in Railway Board's letter of 24th May last, has been introduced on Railways without the formulation of any definite rules having been considered necessary.—I have, &c.,

(Sd.)
for Secretary, Railway Board.

No. 223 of 1909.

THE MARWARI ASSOCIATION,
153, HARRISON ROAD,
CALCUTTA, 27th July 1909.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. 1285 R. T., dated the 14th July 1909, saying that the improved system under which claims are now dealt with "has been introduced on Railways without the formulation of any definite rules having been considered necessary." Having regard to the fact that the

question of the settlement of claims for the refund of overcharges is of much interest to the mercantile people represented by this Association, the Committee considers it desirable that they should be made acquainted with the nature of the improvements referred to in your letters. I am, therefore, to reqest that you will be so kind as to enlighten the Committee on the subject.—I have, &c.,

BADNIDAS GOENKA.
Honorary Secretary.

No. 236 of 1909.

THE MARWARI ASSOCIATION,
153, HARRISON ROAD,
CALCUTTA, the 1st September 1909.

The SECRETARY, RAILWAY BOARD,
Simla.

SIR,—By direction of the Committee of the Marwari Association I have the honour to address you with reference to the Risk Note Forms B and H, and the effect of their working upon trade, for the consideration of the Railway Board.

2. In September 1904, this Association submitted a memorial to H. E. the Viceroy on this subject. Some modifications have since been introduced in the conditions of both the forms, but experience of the past few years shows that they do not operate equally fairly to both the public and the Railway Companies. They are not effective enough to afford just and reasonable protection to the consignors of goods from loss or damage even from avoidable causes.

3. I may be here permitted to invite the attention of the Board to the revised conditions of the B and H Forms which hold the Railway Administrations responsible only for the loss of "complete consignments or complete packages forming part of a consignment due to the wilful neglect of or theft by Railway servants" leaving question of abstraction from packages wholly untouched.

4. It is a matter of common knowledge, and my Committee are not aware if it has ever been denied, that the practice of pilfering is abnormally extant among Railway servants. The public has therefore all along asked for some effective measure for the prevention of thefts by Railway servants, irrespective of the nature of the

theft. It is difficult to conceive if pilferage from packages, while in the custody of the Railways, resulting in loss in their weight, can be due to any cause other than theft by Railway servants. It is therefore a matter of regret that while a check has been provided against theft of complete packages (for throwing the responsibility on the Railways means providing a check), theft of this particular nature has not been taken into consideration, though such theft is by no means less harmful to the consignors.

5. But such half measures to stop a great evil are generally not only not successful, but are fraught with possibilities of greater evil. The revised Risk Note Forms B and H furnish an instance to the point. Loss through abstraction from packages has gradually become a deplorably common occurrence, and the consignors are often put to heavy losses thereby. All such loss is attributable to the absolute want of any provision calculated to check or prevent pilferage, which is so very apt to be interpreted by the dishonestly inclined among the Railway servants as if a *carte blanche* has been given them for pilfering.

6. In all probability, the Railway Administrations have provided some safeguard against thefts of complete consignments or complete parts thereof in their own interests, but so far as the consignors are concerned, it has been of little or no benefit to them, for the loop-hole, left for pilferage, has practically neutralised the effect it might otherwise have. Thus, evidently the interests of the consignors are as unsafe under the revised conditions as they were before. The goods booked under the B and H Forms are thus always open to the risk of being pilfered and damaged, my Committee submit that this is hardly in conformity with the principles of justice. However much the Railway Administrations may be entitled to some degree of freedom from responsibility in consideration of their carrying goods at a low rate of freight under these forms, such freedom should not partake of the nature of liberty to expose the goods in their custody to the risk of being pilfered and damaged. Every one concerned in a business should take his due share of responsibility but in this case the responsibility of the Railway is nominal.

7. Arguments generally advanced in support of the immunity enjoyed by the Railways are those of the low freight charged and popular choice. It is also sometimes pointed out that by consigning

goods under the B and H Forms, the consignors pocket the difference between the Railway risk and Owner's risk rates of freight by way of profit. Even admitting that these arguments are not void of weight or force, the Committee consider that they can only assign a limit to the risk and immunity of the Railway; they cannot absolve the Railways from the ordinary obligations of carriers and custodians of goods, nor can they support total immunity. For the introduction of the system of Owner's risk or low rate has been rather more to the interests for the Railways than those of the public. If so far as the public are concerned, it has cheapened cost and developed trade, it has also enormously increased competition which leaves them no option but to consign their goods under these forms. The arguments of choice or of making a profit do not therefore stand to reason. But so far as the Railways are concerned, the system has added enormously to their goods traffic and revenue which, it is reasonable to suppose, could not otherwise have reached their present figures.

8. It is also worth noticing that to accept no responsibility for abstraction, pilferage, etc., which are so common, practically means raising of freight. Thus the nett result of the present low freight system is irremediable loss to the consignors and clear profit to the Railways. My Committee submit, it is unreasonable to regard it, in such circumstances, merely as a concession to the public which ought to entitle the Railways to their present extraordinary privileges. The Railways are practically carrying on a part of their trade without any responsibility to their constituents under cover of a legal technicality. The question that naturally arises is, if trading concerns in the position of Railways, enjoying a sort of monopoly in their own trade, should be permitted to evade responsibility in this manner. To release them even from the ordinary obligations of carriers and custodians of goods, as the existing B and H Forms do, is to allow them to cross the limit of immunity, if they are reasonably entitled to any immunity at all, for making a doubtful concession to the public.

9. But the Committee do not desire to go so far as to totally deny the title of the Railways to a limited immunity. The Committee are of opinion that it is quite possible for the Railways to devise means for the prevention of pilferage, as they have surely done to prevent theft of complete packages in view of their own responsi-

bility, and considering the immense profit they derive from their goods traffic, it is only reasonable that they should take proper care for the protection of the goods and deliver the weight they received and charged for. In consideration, however, of the low rate of freight charged (if indeed the rate which brings them large profits can be termed as such) some reasonable allowance should be made for wastage, etc., on consignments not weighed in detail but averaged.

10. The provision in respect of the theft of complete consignments or complete parts thereof is also open to objection. The phrase "robbery from running train" appears to the Committee to be too comprehensive. Consignments may be delivered incomplete; and yet, if no proofs be forthcoming of the theft having taken place at any particular station when the train was standing still, proofs very difficult to get, the consignee loses all his claim on the inference that the theft must have taken place when the train was in motion. The fact should not be lost sight of that the incompleteness of consignments, when unloaded from properly locked and sealed wagons can only be due to theft either by or with the connivance of Railway servants.

11. In these circumstances, the Committee consider the introduction of more equitable terms in the B and H Forms are of the utmost importance and they are further of opinion that an amendment of the conditions on the lines suggested in the resolution of the conference of the Indian and Ceylon Chambers of Commerce in January 1905 will meet public requirements. In conclusion, I am therefore to express the hope that the Railway Board will see the desirablity of moving in this matter in the interest of the public in general and the development of the trade of the country in particular.—I have, &c.,

BADNIDAS GOENKA,
Honorary Secretary.

RAILWAY DEPARTMENT.

No. 1690 R. T.

RAILWAY BOARD,

SIMLA, Dated the 15th September 1909.

The HONORARY SECRETARY, MARWARI ASSOCIATION,
Calcutta.

SIR,—I am directed to acknowledge receipt of your letter No. 236—1909, dated 1st September 1909, and to say that similar views to

those expressed by your Association in the letter under reply were fully before the Railways and Government at the time the amended Risk Note, to which you refer, was agreed to. The Railway Board, therefore, see no sufficient reason to re-open a matter decided upon, after long and careful consideration.—I have, &c.,

(Sd.)
for Secretary, Railway Board.

No. 903 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 28th October 1909.

The HONORARY SECRETARY, MARWARI ASSOCIATION,
153, HARRISON ROAD,
Calcutta.

DEAR SIR,—I am directed by my Committee to acknowledge with many thanks the receipt of your letter, dated 13th instant, together with copies of letters from the Railway Board, regarding Risk Note Forms B and H now in use and the refunding of overcharges of Railway freight on goods.

In reply, I am to state that the correspondence has been perused with interest, and that as regards refunds of overcharges my Committee are in entire sympathy with you and think that some system might easily be devised by which those concerned could be directly informed of any refunds due to them.

The question of pilfering of goods while in transit and in Station Yards, although acknowledged as a fact, is, however, not one for which a remedy can easily be found.—Yours faithfully,

R. E. GREGOR-PEARSE,
for Secretary.

APPENDIX J.

RAILWAY SIDINGS AND DOCK SHEDS IN THE NEW ALEXANDRA DOCKS.

BOMBAY PORT TRUST,
BOMBAY, 28th April 1909.

No. 2185.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a copy of a letter from the Trustees' Chief Engineer, No. $\frac{1393}{107}$, dated 17th April 1909, together with a copy of plan No. $\frac{7349}{D1}$ (with four spare copies), referred to therein, showing the sites and the design proposed for the transit sheds in the Alexandra Dock.

2. The letter fully explains the proposals, and I am to ask that the Trustees may be favoured, as early as possible, with any remarks your Committee may have to offer in the matter.—I have, &c.,

J. TYRES,
Acting Secretary.

No. 1393/107.

BOMBAY PORT TRUST,
CHIEF ENGINEER'S OFFICE,
BOMBAY, 17th April 1909.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honour to forward a plan showing the sites proposed for the transit sheds in the Alexandra Dock and also a general design for the sheds.

2. After discussing the question with the Docks Superintendent, I think that it will be best to divide the Dock up into berths at least 500 ft. long with a three floored transit shed for each berth. This gives seventeen berths in all.

3. I would recommend that the sheds be kept 38'-9" back from the coping line as in Prince's and Victoria Docks.

4. In the general design of the transit sheds, I have followed the latest shed No. 2 in Victoria Dock with the following exceptions :—

(*a*) The girders are placed across the shed instead of lengthways in order to give more light and to carry a wider gallery than would be possible with brackets alone.

(*b*) The height of the ground floor is 20 feet from floor to floor instead 14'-1." This will give a height of about 18 feet from the underside of the girder. This alteration was made at the suggestion of the Docks Superintendent, and will give increased storage space, which will be specially useful for import cargoes of rice and sugar. I may mention that in the two floored transit sheds the height of the ground floor is 16'-0" from floor to floor. The height in the case of the three floored sheds was reduced in order to enable the cranes to land goods on the platform of the second floor.

(*c*) The width of first floor gallery is increased from 7'-1" to 9'-0", a decided improvement.

(*d*) The width of the open platform is 17'-0" instead of 13-1." This increase is not required, but is necessitated by the alteration in the direction of the girder.

5. The size of the sheds on the south and west wharfs is 398'-6" ×128'-6". On the Jetty and East wharf, while keeping the length the same, I have had to reduce the width to 110'-6" on account of the necessity of providing four lines of rails and two cart roads in addition to two transit sheds wharfs in front on a width of 425 feet only.

6. Even in the case of the smaller sheds, I estimate that there will be ample room for 12,500 tons of export cargo stacked 18 feet high on the ground floor and an even greater quantity of import cargo on the two upper floors. In this connection, I may add that up to now the largest cargo loaded in the Docks has been 13,500 tons (Bombay measurement).

7. I append a statement of the principal dimensions of the transit sheds at Manchester, No. 2 Shed, Victoria Dock, and Calcutta (proposed for No. 2 Dock, compared with those of the transit Sheds now proposed for the Alexandra Dock. It will be noticed that transit sheds at Manchester are divided into two. This is done by a wall taken up through the flat roof probably to reduce fire risks.

8. I propose to use special broad flanged rolled beams for the posts on all floors, rolled beams for the girders and either 5 inch teak planking or steel troughs and concrete for the floors. All other details will be carefully considered in consultation with the Docks Superintendent when the working drawings are got out after the size and position of the sheds is decided on.

9. As the sides are all on made ground, it will be necessary to heavily pile the foundations. On this account it will probably take fifteen to eighteen months to complete a shed. It is therefore necessary to decide on the position and design of the sheds as soon as possible, so that a start may be made at an early date on those required soonest.—I have, etc.,

(Sd.) P. GLYNN MESSENT,
Chief Engineer.

Notes on the principal dimensions of some Transit Sheds.

—	Victoria Dock No. 2	Manchester.	Calcutta.	Proposed for Alexandra Dock.
Dimensions	360′×120′	425′×110′ Divided into 2 Compartments, 200′ & 225′ long.	400′×120′	398½×110½ 398½×108½
Height of floors	Gr. 14′-1″	16′-3″	17′-0″	20′-0″
	1st 11′-1″	10′-6″	15-0″	11′-1″
	2nd 11′-6′	10′-6″	Flat roof	11′-6″
Width of galleries (front)	1st 7′-1″	8′-9″ fixed	10′-9″	9′-9″
	2nd 18′-1″	8′-9″ hinged	.....	17-0″
Do. (*back*) ...	.....	.....	8′-0″ 25′-7½″ at intervals.	
Load for upper Floors per sq. ft. ...	3 Cwt.	3½ Cwt.	.....	4 Cwt.
Width of quay	38′-9″	38′-0″	88′-0″	88′-9″

BOMBAY PORT TRUST.

No. 2206.

BOMBAY, 29th April 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward herewith a copy of the Trustees' Chief Engineer's letter No. 1270-87, dated 8th instant, together with a copy of plan No. 7349-D 1 (with four spare copies) referred to therein, showing generally the proposed Railway Sidings in the Alexandra Dock.

2. The letter fully explains the proposals, and I am to ask that you will be so good as to favour the Trustees as early as possible with any remarks your Committee may have to offer in the matter.—I have, etc.,

J. TYERS,
Acting Secretary.

BOMBAY PORT TRUST.

No. 1270/87.

CHIEF ENGINEER'S OFFICE,
BALLARD ROAD, FORT,
BOMBAY, 8th April 1909.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—In continuation of my No. 684-87 of 25th February 1909, I have the honour to forward a plan showing generally the proposed siding in the Alexandra Dock. When laying out the sidings it may be found necessary to make some slight modifications as to the positions of the crossover roads, etc.

2. The total length of sidings within the Dock area is 79,450 feet, including 21,300 ft. on the west side of the Dock, available for a lie-bye for full and empty wagons. The length of quay is 11,800 feet, so that there are 6·7 ft. of siding per lineal foot of quay. In No. 1 Dock Kidderpore (Calcutta) there are 5·4 ft. of siding per lineal foot of quay.

3. A siding has been provided in front of the sheds on each wharf not with the object of shipping direct from the wagons which is impracticable but for use when the berth is empty and cargo is being received in the shed or for the last hundred or so tons required to complete a shipment.

4. In all cases two running lines and two unloading lines have been provided behind the transit sheds. Allowing two hours for unloading a train of 20 wagons containing 300 tons it will be possible to deliver 1,800 tons at each shed in 12 hours or 3,600 tons in 24 hours. As to load 2,500 tons in one steamer working day and night is considered good work, it will be seen that the supply by rail will be able to easily keep up with the demand. The additional six sidings on the west wharf, which will hold upwards of 750 wagons, are intended for loaded trains waiting to get to the transit sheds and empties waiting to be taken back to the depôt.

5. Roadways of ample width are provided between the transit sheds and sidings at the back of them, and as it is proposed to check rail all the sidings, there will be no difficulty in carts with other exports or imports getting to and from the sheds. It is probable that the carting of exports will decrease as the trade becomes accustomed to the use of the railway wagon. It is however different with imports, a large proportion of which will always have to be carted away.

6. It is proposed to provide seventeen transit sheds in the Alexandra Dock which makes the length of each berth 500 feet or little over. I may say that up to the present S. S. "Algoa" (4,897 tons) 455 ft. × 58′ × 23·4′ has taken away the largest cargo 13,500 tons (Bombay measurement) from here. On the busiest day in the two existing docks 11,000 tons of export cargo was dealt with when 28 vessels were loading. The Transit sheds and sidings provided in the new Dock should be ample to cope with this quantity.

7. A scheme for the provision of the additional sidings required for Prince's and Victoria Docks in connection with the proposed Port Trust Railway was got out in 1902 and approved by the Chief Engineer and General Traffic Manager of the Great Indian Peninsula Railway. This scheme, which is shown on plan No. 5573-D1, does not provide nearly as great a length of sidings proportionately to the length of quay as the scheme for the new Dock does. In Prince's dock there

will be 2·2 feet of siding to a lineal foot of quay and 1·7 feet in Victoria Dock. The reason for this is that the Docks were not designed for rail traffic.

8. With six lines of rails from the depôt to the docks, I do not consider that there will be any difficulty in railing into the docks or dealing with on the Dock sidings double the amount of the largest quantity of exports ever dealt with in the Prince's and Victoria Docks. It is proposed to use the two eastern lines for Prince's Dock the two middle ones for Victoria Dock and the two western ones for the Alexandra Dock. The whole six lines will, however, be continued up to the north end of Alexandra Dock, and so provide an addition to the sidings of over a mile which will accommodate over 250 wagons. If additional siding accommodation should be found necessary, it can easily be provided to the north of Prince's Dock and to the south of Alexandra Dock.

9. Briefly the following is a statement in an epitomised form of the siding and shed accommodation, it is proposed to provide in the Alexandra Docks:—

Sidings in docks for the service of sheds ...	11 miles.
Lie-bye sidings for full and empty wagons ...	5 „
Lie-bye sidings can accommodate	1,000 wags.
Accommodation in ground-floor of transit sheds in docks for export cargo	224,500 tons.
Accommodation in ground-floor of transit sheds in docks on harbour wall	50,000 „
Accommodation in two upper floors of transit sheds for import cargo	250,000 „
Accommbdation in two upper floors of transit sheds on harbour wall	56,000 „
Quantity of export cargo which can be brought in by rail to 17 sheds in docks in 12 hours ...	30,600 „
Quantity of export cargo which can be brought in by rail to 4 sheds on Harbour wall ...	7,200 „

I have, etc.,

(Sd) P. GLYNN MESSENT,
Chief Engineer.

CHAMBER OF COMMERCE,
BOMBAY, 3rd May 1909.

The SECRETARY, BOMBAY COTTON TRADE ASSOCIATION, LD.,
Bombay.

DEAR SIR,—I am directed to attach hereto copies of letters (with plan) received from the Bombay Port Trust regarding the proposed Railway sidings in Alexandra Dock, and to request that my Committee may be favoured with the views of your Board of Directors thereon.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY COTTON TRADE ASSOCIATION (LD.),
BOMBAY, 10th June 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter of May 3rd enclosing letters, plans, etc., from the Port Trust regarding the proposed Railway sidings and transit sheds at Alexandra Dock, I am requested to reply as under:—

The Directors of the Bombay Cotton Trade Association, Ltd., have carefully considered the papers and plans submitted to them, and are of opinion that the arrangements and size of the proposed sheds are satisfactory, provided, of course, the Engineers are satisfied that they will be able to make the foundations strong enough to support the very heavy load which the sheds will have to carry when full—a load which will apparently be much greater than either the present sheds in the Prince's and Victoria Docks, or those in Manchester are built to carry.

They are of opinion that all export cargo except Manganese, should pass through the sheds, and that the ground floors of the sheds should be utilised entirely for the collection of export cargo, and arrangements made to admit it as soon as the steamer has been brought alongside the shed, none should be sent alongside in Railway wagons, excepting under very exceptional circumstances, and then only provided the working direct from the railway wagons does not interfere with the loading through the sheds of cargo for other steamers that may be loading on the same side of the Docks.

They consider that the siding (one line) shown on the plan in front of the sheds for use when the berth is empty, and cargo is being received into the shed, or for the last 400 tons or so required to complete the steamer, is sufficient under the circumstances ; but, as mentioned above, this should not be used, if it is likely to interfere with the working of cargo from the sheds for other steamers.

They agree with the Port Trust that, as a general rule, shipment direct from Railway wagons would be impracticable with the space at their disposal and would seriously interfere with the direct working of cargo from the transit sheds. They are of opinion that the question of the location and curves of the lines connecting the Docks with the Mazagon depôt is one which ought to be settled by the experts on the Port Trust staff and Railway Companies concerned, and do not, therefore, express an opinion on this part of the scheme beyond saying that it appears to them that six main lines are sufficient, but the sidings running towards the six sheds in the centre of the new Docks are not enough, and should be increased.—Yours faithfully,

N. S. GLAZEBROOK,
Chairman.

No 644 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 15th July 1909.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I have the honour to acknowledge receipt of your letters Nos. 2185 and 2206 of 28th and 29th April, covering copies of letters with plans from the Trustees' Chief Engineer with reference to proposed Railway sidings and Transit sheds in the Alexandra Dock. You observe that these letters fully explain the proposals, and you ask for the views of the Committee of the Chamber of Commerce at as early a date as possible.

2. These two questions in their various aspects have received the most careful consideration of my Committee, and the opportunity has been taken to consult several leading Merchants and Shipping Agents, who are specially interested in the trade of the Port as it passes through the Docks. The papers have also been submitted to the Committee of the Bombay Cotton Trade Association.

3. As regards the proposed sidings my Committee have only a few remarks to offer, for the question from an Engineering point of view is one which must be settled by the Officials of the Port Trust with the two Railway Companies. Doubts have, however, been expressed regarding the curves leading to the Jetty and East Wharf, and this is a point which appears to my Committee to need further consideration, for the easy running of trains is a very important matter, and if there is any question of the curves as now planned being too sharp, they should be modified so that wagons may run with ease to and from the berths. It appears also to my Committee, that more lines should be provided at the entrance of the Docks connecting with the rails from the Depôt at Mazagaon. The plan submitted shows two lines only to serve 15 sheds as well as the trooping berth, and this it is feared is likely to cause a block. My Committee would suggest that the two lines now shown be reserved for the Jetty, and that additional rails with sidings be added to serve the East Wharf. My Committee also note that the Port Trust only intend to place a single line along the Wharves in front of the sheds, and that this line is proposed not with the object of shipping direct from wagons, but for use when the berth is empty and cargo is being received in the shed or for the last 100 or so tons required to complete a shipment.

4. This proposal opens up the wider question as to whether arrangements in the Dock should not be planned, so that when required cargo may be loaded direct from wagons on the wharf as against the present system of passing export cargo generally through the sheds as is now customary in the Victoria and Prince's Docks. This question has been discussed at great length by my Committee in consultation with others interested in the trade, and the general conclusion arrived at by a majority of my Committee and those consulted is that, owing to the very miscellaneous import and export trade, which has to be dealt with at the Bombay Docks, shipment through the sheds is the most suitable arrangement for the trade as a whole. A minority of my Committee representing interests comprising over 50 per cent. of the total exports of Cotton and Seeds are unable however to accept this conclusion, and this being so my Committee feel that both points of view must be submitted for the consideration of the Trustees.

5. The majority referred to above do not deny that if shipment of certain articles could be arranged from the wharves there might be

considerable saving in the cost of handling, but to make provision for additional lines along the Wharves and at the same time reserve ample space for the working of general cargo, the area of the sheds would have to be considerably reduced and the distance from the coping line to the sheds considerably increased. They feel however that for ordinary purposes a Wharf of 38 feet 9 inches is wide enough, and along a Wharf of this width only one line of rails is possible, to be used on special occasions as mentioned in your Chief Engineer's letter. A suggestion has been made, however, that if without reducing the area of the sheds the West Wharf could be made a little wider, it would often be of advantage to steamers unloading import cargo. The import trade of Bombay, which is very large and important and likely to increase rapidly must, the majority consider, be specially provided for in the proposed arrangement. To transport import cargo across a wide Wharf would cause delay and additional expense, and moreover it is felt that, if trains were standing alongside a steamer or were passing up and down the Wharf during the period of unloading, extra damage would probably be caused to supplies as they were being landed.

6. As regards Loading and Unloading, Steamer Agents appear to be unanimous that working through the sheds on a clear Wharf is the most suitable. A wider Wharf is not, therefore, desired, as in such case cargo would have to be carried further to make crane slinging convenient. It is certainly more convenient for those who have to load steamers to be able to select their cargo from the sheds, and it is felt that if a system was introduced by which cargo could be brought in wagons alongside by rail that steamers carrying mixed cargoes might very often be considerably inconvenienced by unsuitable supplies being brought on the Wharf. In their reply to the Chamber, the Committee of the Cotton Trade Association observe that "they are of opinion that all export cargo excepting manganese should pass through the sheds, and that the ground floors of the sheds should be utilised entirely for export cargo, and arrangements made to admit it as soon as the steamer has been brought alongside the shed". This appears also to be the general opinion of those who are responsible for the loading of steamers.

7. The minority referred to above are unable to accept these conclusions, their opinion being that all the Wharves in the New Dock

should be equipped with the most modern facilities for direct shipments of produce, and they are also of opinion that a minimum of two sidings should be provided on each wharf in front of the shed.

8. As stated above however the Cotton Trade Association desires that loading should be through the sheds, and as Yarns from the Mills would come to the Docks in carts, loading through the sheds will also be most convenient for this. The question of seeds and wheat does require, however, special consideration, for the shipping season is only a short one—a matter of three or four months, and if cargo cannot be expeditiously handled, foreign markets may be hampered in receiving supplies and this may tend to divert trade to other countries. My Committee have had under consideration the block which occurred three years ago, and the great inconvenience which was caused by many steamers being unable to find berths on arrival, owing to the very heavy seed crops which were received that year; the Dock sheds were hopelessly congested and the only practical way of dealing with a difficulty of this kind is to give additional facilities for the handling of such cargo. A majority of my Committee are of opinion that whilst in a normal season shipments, through the sheds may be sufficiently expeditious, although, perhaps, somewhat more expensive, in a time of pressure loading from wagons on the wharf is a system which might be very desirable; and they are also of opinion that, even in ordinary times, when full cargoes have to be dealt with, a system of loading from the wharf should be arranged for. They would, therefore, suggest for the consideration of the Port Trustees that three berths should be specially prepared for loading cargoes expeditiously and to do this a wider wharf will have to be planned, so that additional lines may be laid on. Those who hold this view are fully aware of the great value of shed space in the new Dock, but they feel at the same time that the trade in seeds and wheat is an important one, and that as the season is short some special facilities should be provided for this particular branch of exports. They would therefore be glad to know what proposals the Port Trust are prepared to make in this direction, on receipt of which they will be glad to give this matter their further consideration. The minority point out, however, that on the completion of the new Depôts for Seeds, Grain and Cotton at Mazagaon, the Export Merchants who transfer their business to the New Depôts will be wholly dependent on rail communication for loading

their produce. The compulsory passing of all exports from Mazagaon through the sheds must lead, directly or indirectly, to unnecessary expense, and they suggest that the non-provision of facilities, for direct shipment in the Dock will sensibly detract from the advantages which the new Depôts at Mazagaon are intended to confer and may seriously affect the success of the Trustees' proposals in this direction. They believe that, if modern arrangement and appliances were provided, the import trade need in no way suffer by the provision of facilities for direct shipment.

9. In view of this conflict of opinion my Committee feel that the position of the Trustees must be one of some difficulty. They believe, however, that the views expressed on both sides will receive the fullest consideration ; and they trust that a solution of this difficulty may eventually be found, which will be acceptable to all the interests concerned.

10. The loading of Manganese ore my Committee notice is not touched upon in your Chief Engineer's letter. It is, however, an export of considerable importance and my Committee will be glad to know what arrangements the Port Trust intend to make in the new Dock for the convenient and economical loading of such cargo.

11. As regards questions of detail my Committee notice that no space has been provided or allocated in or near the new Dock for a small godown for dangerous goods which seems to be necessary if this Port is to have equal facilities with other Ports. My Committee are aware of the difficulties which surround this question, but they will be glad if the Port Trustees will take this matter into consideration and advise if any arrangement could be made for such a godown either in the Dock itself or on the vacant land to the South between the South Shed and the Ballard Pier.

12. My Committee approve of berths of at least 500 feet, and agree in the proposal that the Transit Sheds should be three floored, presuming of course that your Chief Engineer is satisfied that the foundations can be made sufficiently strong to support the very heavy loads which these sheds will have to carry a load, which will be much greater than at the Prince's and Victoria Docks, or even in the sheds at the Docks in Manchester.

13. My Committee note that the height of the ground floors is to be 20 ft., instead of 14 ft. 1 inch as at present, and this they approve,

as there will be greater space for export cargo, as also when space is available, for import cargoes of rice and sugar, and they will be glad to learn that the Fire Insurance Association has approved of this increased height. As to whether sufficient Sidings have been provided for expeditious working, my Committee do not feel able to express a definite opinion. This point, however, is an important one and they trust the Port Trustees will avail themselves, if possible, of expert advice on this matter, so that the Docks, when completed, may be thoroughly up to date in this respect.—I have, etc.,

C. H. ARMSTRONG,
Chairman,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX K-1.

CODE WORDS.

No. T-M of 1909.
1157

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 29th April 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with Government letter No. E 1628, dated the 14th October 1908, I am directed to inform you that the Government of India have intimated that the decision of the International Telegraph Conference, which was arrived at after prolonged discussion, and the fullest examination, was of the nature of a compromise intended to protect the Commercial community from the expense and inconvenience which would have been caused by the introduction of drastic rules entailing the preparation of entirely new codes. The Government of India are of opinion that the decision is a reasonable one, and they have decided to adhere to the New Regulations. They are, therefore, unable to accede to the request made by the Chamber.—I have, etc.,

R. W. MURPHY,
Under Secretary to Government.

CHAMBER OF COMMERCE,
BOMBAY, 14th May 1909.

No. 450 of 1909.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I have the honour to approach you with reference to the last International Telegraph Conference whose decisions it is understood are to come into force on 1st of July next.

Though the Conference was held nearly a year ago, no official report has yet reached this Chamber and beyond a short paragraph in a Local paper stating that the new Regulations will come into new force on July 1st, no information is obtainable locally regarding the rules and the procedure to be followed. A fortnight ago a letter was received by this Chamber from the Under Secretary to the Bombay Government, Public Works Department, advising that the Government of India had intimated that the decision of the Conference had been arrived at after prolonged discussion, and the fullest examination and that the result was in the nature of a compromise intended to protect the commercial community from the expense and inconvenience which would have been caused by the introduction of drastic rules entailing the preparation of entirely new Codes. The Government of India, the letter stated, considered the decision a reasonable one and they had decided to adhere to the new Regulations. This letter was in reply to one which this Chamber had written regarding the letter combination "Ch," which is now counted as one letter only. It is understood that from 1st July this combination will be counted as two letters, and this change will affect a great many Codes now used by Merchants, Bankers and Shipping Firms.

This intimation in a Local paper referred to above regarding the new rules is causing a good deal of uneasiness in commercial circles, and letters have been addressed by Members to this Chamber asking for information. On such a very important matter, my Committee feel that the earliest possible intimation of any change should have been supplied by Government, and they would now beg to request

that a copy of the new Regulations may be forwarded and information given as to the compromise alluded to in the letter above referred to from the Bombay Government.

In a telegram received by this Chamber from Simla on the 13th of April last year, the Director-General of Telegraphs advised that the British Post Office and India would not support any proposal which would affect the great bulk of the Codes now in use, but from enquiries made locally, it seems doubtful whether many ciphers in keys which have all along been recognised as fairly complying with the Regulations will be accepted on and after the 1st of July. No information, however, of a definite nature is obtainable, and my Committee are in the dark as to the procedure which will be followed from this date. Who, for instance, is to decide whether a word complies with the new Regulations or not? This point is a very important one, and unless the course of procedure is clearly defined difficulties are certain to arise.

Until the Chamber have before them a copy of the new rules it is impossible to know exactly how matters stand, but it appears to my Committee that in all probability considerable changes will be necessary in the Codes of many Offices, and if so they are of opinion that the new Rules should not take effect until 1st of January 1910, so that Firms may have an opportunity of going into the matter thoroughly with their foreign correspondents.

My Committee beg therefore for an early reply to this communication as the matter under reference is one of very great importance, and they will be pleased to hear whether it could be arranged, by the Government of India, that so far as messages from and to this country are concerned the changes now to be brought into force may be deferred for another six months at least.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

INDIAN TELEGRAPH DEPARTMENT.

MEMORANDUM of the more important alterations in the Rules for FOREIGN telegrams, which are to take effect from the 1st July 1909, in accordance with the International Telegraph Convention and Service Regulations, 1908 Revision (Lisbon).

(1) The existing Rule regarding Code language has been modified to the extent, that the syllables shall be capable of pronunciation according to the current (or ordinary) usage of one of the eight accepted languages.

(2) The Administration of Great Britain, France and Germany have been appointed as a Committee of Control, in order to examine all codes that may be presented to them to determine if they are unobjectionable.

(3) Combinations or alterations of words sought to be concealed by reversing the order of letters or syllables are prohibited.

(4) Artificial words must not contain the accented letters ä, á, å, é, ñ, ö and ü.

(5) The combinations, ae, aa, ao, oe, ue and ch are to count as two letters each in artificial words.

(6) Telegrams addressed to a re-forwarding agency, which is known to be organised for the purpose of evading payment of the full rate chargeable for the transmission of telegrams, by acting as intermediaries for the receipt of telegrams and for their re-transmission to a destination beyond may be stopped.

(7) The stipulations relating to telegrams "*To follow*" by order of the Sender, and telegrams to be re-transmitted by order of the Addressee, which were not binding on such of the extra European Administrations as declared their inability to apply them, have now been made applicable to both *regimes*.

(8) Signs of punctuation, apostrophes and hyphens may be transmitted and, consequently, charged for, on the formal request of the sender.

(9) The period for the preservation of telegrams has been extended from eight to ten months.

(10) Telegrams bearing the instruction "*Nuit*" or "*Night*" are required to be compulsorily delivered at night. In India, however, Foreign telegrams are classed as "*Express*" and are usually delivered at night, provided the office of destination is open.

(11) In groups of letters and figures used as commercial marks, each letter and figure is counted as one character; five characters whether wholly or partly letters and figures, counting as one word. For example, the commercial marks 197A/199A and 3/M at present count as four and two words, respectively. In future they will count as two words (9 characters) and one word (3 characters), respectively.

The alterations enumerated in paragraphs 1, 3, 4, 5, 8 and 11 will be made applicable to Inland telegrams also.

T. D. BERRINGTON,
Director-General of Telegraphs.

SIMLA, 24th May 1909.

No. 522 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1909.

The DIRECTOR-GENERAL of TELEGRAPHS,
Simla.

SIR,—I am directed to acknowledge with thanks the copy of the Memorandum, dated 24th May 1909, referring to the more important alterations in the Rules for Foreign telegrams, which are to take effect from the 1st July next.

In connection with this matter, my Committee would be obliged if you would kindly inform them as to what Codes have been passed by the Committee of control that has been appointed to examine the various Codes now in use.

If such information is not at hand, my Committee respectfully suggest that it might be cabled for, as the mercantile community consider it very important that they should know before the 1st July what Codes can be conveniently used in future.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 131.

TELEGRAM, dated 22nd June 1909.

From—The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

To—The SECRETARY, CHAMBER of COMMERCE,
Bombay.

"Your letter 522, tenth inst. We have no information yet as to what codes been passed by Committee of Control. Understand stringency as regards standard pronounceability of syllables will not be insisted on by British Post Office, and that in this respect situation will remain unaltered, but counting of double letters as two will be insisted on. Similar course will follow in India."

No. 4361-39.

TELEGRAM, dated the 17th June 1909.

From—DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

To—CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

Your letter No. 450, dated 14th May 1909, regarding application to India from first proximo of revised rules adopted at Lisbon International Telegraph Conference. Date of introduction of new regulations is fixed by international agreement. It has been ascertained from England that, in spite of representations from English Chambers of Commerce, British Post Office adheres to first July as date of introduction. Independent action by India for postponement would be ineffective, and only possible course would be to procure postponement by assent of signatories to convention. Government of India have wired to Secretary of State inquiring whether date of introduction universally accepted by signatories to convention, and whether enforcement of rule as to counting of double letters cannot be delayed to enable codes to be corrected, Afraid hope of postponement small. It is understood that stringency as regards standard of pronounceability of syllables will not be insisted on by British Post Office, and that in this respect situation will remain unaltered for the present, but counting of double letters as two will be insisted on.

Similar course will have to be followed in India, unless favourable reply is received to enquiry now being made of Secretary of State. Letter follows."

No. 4386-39.

TELEGRAM dated 19th July 1909.

From—DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

To—CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

"My telegram No. 4361-39, dated 17th instant. Following reply received from Secretary of State:—Begins—International Telegraph Convention; postponement of introduction of regulations impracticable. Similar requests by Chambers of Commerce in United Kingdom and Germany have been refused—Ends."

No. 4425-39.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPHS.

SIMLA, the 21st June 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my telegrams Nos. 4361-39 and 4386-39, dated the 17th and 19th instant, respectively, I am directed to reply to your letter No. 450, dated the 14th May 1909, on the subject of the application to India of the decisions of the International Telegraph Conference held at Lisbon in May and June 1908. You state that, although the Conference was held nearly a year ago, no official communication has been received by the Bombay Chamber of Commerce on the subject of its decisions, and that no information is obtainable locally regarding the new rules and procedure to be followed. Apprehension is expressed that considerable changes will be rendered necessary in the codes of many offices by the revised regulations. It is, therefore, suggested that, so far as messages to and from India are concerned, the changes to be brought into force from the 1st July should be deferred for six months at least.

2. In reply, I am to say that it was inferred from the language used in the second paragraph of Mr. Procter's letter to the Secretary to the Government of Bombay in the General Department, No. 990, dated the 4th September 1908, that the Bombay Chamber of Commerce were already aware what changes of importance had been proposed by the Conference. The Government of India did not themselves receive copies of the Revised International Regulations until the middle of March, and without the Regulations it was impossible to come to a final decision as to the points at issue. It was, therefore, not possible to inform the Chamber that Government had decided to adhere to the new Regulations until the middle of April.

3. It is understood that the Chamber have received from the Director-General of Telegraphs a copy of a memorandum explaining the changes which are to be made, and it will therefore not be necessary to detail them again here. They regret that spare copies of the Revised International Regulations are not available for distribution, but a copy is annexed of a Notification No. 4300-39, dated the 17th June 1909, published in the *Gazette of India*, which contains the amendments to be made in the Telegraph Guide. With reference to the enquiry contained in your letter I am to explain that the compromise referred to in Mr. Rainy's letter to the Government of Bombay was arrived at regarding the question of pronounceability. At the Conference it was proposed that the whole word should in each case be pronounceable according to the ordinary usage of the language to which it was presumed to belong. This proposal was not accepted, and it was finally decided that each syllable must be capable of pronunciation according to the ordinary usage of the language.

4. As the Chamber have already been informed in my telegrams referred to in paragraph 1 above, it has been ascertained that, in spite of representations from Chambers of Commerce, both Great Britain and Germany have decided to adhere to the 1st July as the date for the introduction of the new Regulations. The Chamber will readily understand that in a case of this kind, in which a date has been fixed by International Agreement, a postponement could be obtained only with the assent of the signatories to the Convention, and isolated action by one Telegraph Administration in a matter affecting all would be ineffective. The Government of India have learnt with regret

that the new rule as to counting the combination 'ch' as two letters instead of one will cause inconvenience and embarrassment in the use of some of the existing codes, but it is beyond their power to redress single-handed the grievance complained of. They will be willing, should the Chamber consider this course desirable, to postpone the enforcement of the rule regarding double letters for six months so far as internal correspondence is concerned ; but in view of the refusal of the German and British Administrations to agree to a postponement, there is now no hope that similar action can be taken in the case of foreign telegrams.

5. I am to add that, while the rules as regards pronounceability of syllables will not be stringently interpreted for the present, the rule as to the counting of double letters will be enforced from the 1st July.—I have, etc.,

B. ROBERTSON,
Secretary to the Government of India.

No. 4300-39.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

NOTIFICATION.

TELEGRAPHS.

SIMLA, the 17th June, 1909.

In exercise of the powers conferred by Section 7 of the Indian Telegraph Act, 1885 (XIII of 1885), the Governor-General in Council is pleased to direct that, with effect from the 1st July 1909, the following amendments shall be made in rules published with the Notification of the Government of India in the Public Works Department, No. 298 (Telegraphs), dated the 22nd September 1904, as subsequently amended, namely :—

The last sentence of Rule 16 (*a*) shall read as follows :—

"The combination "ch" counts as one character of the Morse alphabet except in code and letter cipher (Rules 17 (*d*) and (37), when it counts as two."

In the table of Special Instructions and Conventional Signs in Rule 16 (*d*) for the abbreviation "R O," the word "Open" shall be substituted.

The following shall be added to the table of Special Instructions and Conventional Signs in Rule 16 (*d*):—

"Abbreviated form.	English meaning.
CTA	Communicate all addresses."

For clauses (*b*), (*c*) and (*d*) of Rule 17, the following shall be substituted :—

"(*b*) By "*Telegrams in Plain language*" is understood those of which the text is written entirely in plain language. Nevertheless, the presence of Code addresses, Exchange quotations, Commercial marks, letters representing the signals of the international Code of signals employed in Maritime telegrams, of abbreviated expressions currently used in ordinary or commercial correspondence, such as *rsvp, fob, cfi, cif, caf, srp, c/o, b/l, mo, vpp, am, pm,* °/₀ or any other analogous expression, the meaning of which is understood at the office of origin, does not alter the character of a telegram in plain language.

(*c*) Code language is that which is composed of words which do not form intelligible phrases in one or more of the languages authorised for telegraphic correspondence in plain language. The words, whether genuine or artificial, must be formed of syllables, capable of pronunciation according to the current usage of one of the following languages:—English, French, German, Italian, Dutch, Spanish, Portuguese or Latin. Artificial words must not contain the accented letters ä, á, á, é, n, ö, ü. Genuine vernacular words are also admissible.

(*d*) Words in Code language must not contain more than ten characters according to the Morse alphabet (Rule 16), the combinations æ, aa, ao, œ, ue, being counted as two letters each. The combination "ch" is also counted as two letters in artificial words."

In Rule 44 after the words "The Sender and Addressee," in the first line, the following shall be inserted :—

"or the authorised representative of either of them."

The following shall be introduced as Rule 46-A :—

"46-A. When the words to be repeated are written in a doubtful manner, the office of origin consults, in the first instance, the Sender. If he cannot be found, the office of origin adds to the repetition a note 'Writing doubtful.'"

For Rule 48 the following shall be substituted :—

"48. Stops, etc.—Dashes, which only serve to separate upon the form the different words or groups of a telegram are neither charged for nor transmitted. Signs of punctuation, apostrophes, and hyphens are only transmitted, and, consequently are charged for on the formal request of the Sender."

In Rule 50, after the first sentence, the following shall be inserted:

"The same applies to combinations or alterations sought to be concealed by reversing the order of letters or syllables."

At the end of Rule 52, clause (*c*), the following shall be added :—

"As well as each sign of punctuation, apostrophe or hyphen, transmitted at the request of the Sender."

In Rule 53 the sentence "The apostrophes or hyphens are not charged for" shall be cancelled.

For the first clause of Rule 54 the following shall be substituted:—

"54. Figures, letter cipher, commercial marks, etc.—Groups of figures or of letters, commercial marks composed of figures and letters are counted as one word for each five figures or letters which they contain, *plus* one word for any excess. Each of the combinations, æ, aa, ao, œ, ue, and ch is counted as two letters. When commercial marks form part of the text of a telegram, the Sender should certify them to be such at the foot of the form."

For Rule 55 the following shall be substituted :—

"55. Signs, etc., used with figures or letters.—Decimal points or fullstops, commas, colons, dashes and bars of division are each counted as a figure of a letter in the group in which they occur. This also applies to each letter added to the number of a house in an address, even in the case of an address in the text or in the signature (*i.e.*, 'Person from') of a telegram."

In the examples of counting given in Rule 57, the following shall be added :—

	No. of words.
38 (4 *Characters*)	1
May/August	3
EM (*Initials of two Christian names; wrong combination*).	2
15-A (*Number of house*)	1
15-3 or 15/3 (*Number of house*)	1
197a/199a (*Commrecial mark, a group of* 9 *characters*) ...	2
APIM (*Commercial mark or Secret language; group of* 4 *characters*)	1
3/M (*Commercial mark; a group of* 3 *characters*)	1
GHF (*Commercial mark, a group of* 3 *characters*)	1
G. H. F. (*Commercial mark, or Secret language; a group of six characters*)...	2
G. H. F (*Without final stop*) (*Commercial mark or Secret language; a group of* 5 *characters*)	1
GHF45 (*Commercial mark; a group of* 5 *characters*) ...	1
G. H. F. 45 (*Commercial mark; a group of* 8 *characters*)...	2

The following examples shall be omitted from Rule 57 :—

	No. of words.
15-A (*Number of houses in the address*)	1
CH 23 (*Commercial mark*)	2
197a 199a (*Commercial mark*)...	4
A PM (*Commercial mark*)	1
3 M (*Commercial mark*)	2

In Rule 75, after the words "If the Sender of an Inland telegram" in the first line the following shall be inserted —

" or his authorised representative."

In Rule 79 for the abbreviation "(RO)" the word "Open" shall be substituted.

In Rule 87, clause (*b*), the following shall be added :—

"In cases (*a*) and (*b*) when a charge has to be collected, the Service Advice of non-delivery is sent by post at the expiration of the period for retaining such correspondence."

To Rule 89, the following shall be added :—

"When the addressee duly advised as above of the arrival of a telegram, does not take delivery within 24 hours, non-delivery is reported in accordance with Rule 87."

In Rule 104 after the word "State" insert "and Service."

In Rule 105, for the sentence "When the telegram is forwarded to its final destination by post, this notice mentions the date and time of its delivery to the Postal Service," the following shall be substituted :—

"When the telegram is forwarded to its final destination by post, deposited *poste restante*, or delivered to any intermediate agency, this notice mentions the date and time of such forwarding, deposit, or delivery."

In Rule 110 for "100 words," the following shall be substituted:—

"100 chargeable words."

In Rule 112 after the words "*Communicate all addresses*" the following shall be inserted :—"or C. T. A."

For Rule 124, the following shall be substituted :—

"124 Language.—Semaphoric telegrams must be written in English or by means of groups of letters of the International Code of Signals."

The following shall be inserted as clause (*e*-1) of Rule 143 :—

"(*e*-1). The full charge for every telegram with prepaid reply which has manifestly been unable to fulfil its object owing to a Service irregularity which warrants the return of the charges for the reply: also the full charges for every prepaid reply which has manifestly been unable to fulfil its object owing to a Service irregularity which warrants the return of the charges for the original telegram."

For clause (*f*) of Rule 143 the following shall be substituted :—

"(*f*) The supplementary charges pertaining to any special service which has not been rendered, as well as the charge for the corresponding supplementary instruction."

The second paragraph of clause (*g*) of Rule 143 commencing with the words "When the word or words" and ending with "In this case no refund is made" shall be cancelled.

The following shall be inserted as clause (*g*-1) of Rule 143 :—

(*g*-1). The full charge for every other Paid Service Advice sent under Rules 44 and 45 necessitated by an error of the Telegraph Service."

To Rule 153, the following shall be added:—

"Telegrams intended for a re-forwarding agency referred to in Rule 184-A, and which have been wrongly accepted, must be stopped by the office of delivery."

For Rule 157 the following shall be substituted :—

"The text of Telegrams may be in plain or secret language, the latter being subdivided into code or cipher language. Each of these languages may be employed alone or conjointly with the others in the same telegram.

All the Administrations admit, in all their relations, telegrams in plain language. They may decline to forward or to receive for delivery private telegrams, composed either wholly or in part in secret language ; but they must allow these telegrams to pass in transit, unless the service be suspended."

For Rule 159 the following shall be substituted :—

"159. By "*Telegrams in Plain language*" is understood those of which the text is written entirely in Plain language. Nevertheless, the presence of Code addresses, Exchange quotations, Commercial marks, letters representing the signals of the International Code of Signals employed in maritime telegrams, of abbreviated expressions currently used in ordinary or commercial correspondence, such as, *rsvp, fob, cfi, cif, caf, svp, c/o b/l,* or any other analogous expression, the meaning of which is understood in the country of origin, does not alter the character of telegram in plain language."

For Rule 161, the following shall be substituted :—

"161. The words, whether genuine or artificial, must be formed of syllables capable of pronunciation according to the current usage, of one of the following languages :—

English, French, German, Italian, Dutch, Spanish, Portuguese or Latin. Artificial words must not contain the accented letters, ä, á, à, è, n, ö, ü.

The following shall be inserted as Rule 161-A :—

"161-A. Codes intended for correspondence in Code language may be submitted to the Telegraph Administrations designated for the purpose in order to allow those interested to obtain an assurance that the words contained in Codes fulfil the conditions of the

preceding rule. In India, Code makers may submit their Codes to the Director-General of Telegraphs for submission to the Committee of Control."

For Rule 162, the following shall be substituted:—

"162. Words in Code language must not contain more than ten characters according to the Morse alphabet (Rules 168 and 169), the combinations ae, aa, ao, oe, ue, being counted as two letters each. The combination "ch" is also counted as two letters in artificial words. In Indo-Ceylon telegrams, the use of vernacular words is admissible as Code."

For clause (I) of Rule 164 the following shall be substituted:—

"(I) Either of Arabic figures, of groups or series of Arabic figures having a secret meaning or of letters (excluding the accented letter ä, á, à, é, n, ö, ü), groups or series of letters having a secret meaning."

For the first sentence of Rule 165 the following shall be substituted:—

"The employment in one group of figures and letters having a secret meaning is not admitted."

In Rule 169 for the words "Except in cipher language" the following shall be substituted:—"Except in Code and Cipher language."

In the table of Special Instructions and Conventional Signs given in clause (*d*) of Rule 169, the following shall be substituted for the corresponding instructions contained in that table:—

French.	Abbreviated form.	English meaning.
Exprès payé *x*	XPx	Express paid x (Rule 302).
Jour	Jour	To be delivered during the day only (Rule 251).
Ouvert	Ouvert	To be delivered open (Rule 258).
Mains propres	MP	To be delivered into the hands of the addressee himself (Rule 257.)
Communiquer toutes addresses	CTA	Communicate all addresses (Rule 297.)

The following shall be added to the table of Special Instructions given in clause (*d*) of Rule 169 :—

French	Abbreviated form.	English meaning.
Nuit	Nuit	To be delivered at night (Rule 251.)
x Jours	.....	x days (Rule 321.)

For Rule 181 the following shall be substituted :—

"181. When the name of the office of destination has not yet been published in the official *Nomenclature* the Sender must complete the address by the name of the country or of the territorial subdivision, or by any other information which he considers sufficient for the forwarding of his telegram which, however, is only accepted at the Sender's risk. This rule applies to the office of origin also."

For the First sentence in Rule 182 the following shall be substituted :—

"The name of the Telegraph Office of destination must be placed after the words in the address which serve to designate the Addressee, and, when given, his place of residence. It must be written as it appears in the first column of the official *Nomenclature* of offices.

Insert the following as Rule 184-A :—

"184-A. Telegrams addressed to a telegraph re-forwarding agency which is known to be organised for the purpose of evading payment of the full rate chargeable for the transmission of telegrams without intermediate re-transmission between the office of origin and their ultimate destination are not accepted"

Rule 197 shall be cancelled.

In Rule 200, after the words "The Sender and Addressee" the following shall be inserted :—"or the authorised representative of either of them."

Insert the following as Rule 200 A :—

"200-A. In case of a repetition asked for by the Addressee, he must pay the full charge for each word repeated."

For Rule 203 the following shall be substituted :—

"203.—When the words of which the repetition is requested are written in a doubtful manner, the office of origin consults, in the first instance, the Sender. If he cannot be found, the office of origin adds to the repetition a note : ' Writing doubtful ' ".

The following shall be substituted for the concluding sentence of Rule 206 :—

"Nevertheless, dashes which only serve to separate upon the form the different words or groups of a telegram are neither charged for nor transmitted. Signs of punctuation, apostrophes, and hyphens are only transmitted, and, consequently, charged for on the formal request of the Sender. "

The following shall be inserted as clause 2-A of Rule 210 :—

"2-A. In Telegraphic Money Orders, the name of the postal issuing office, the name of the postal paying office, and that of the locality where the payee resides."

To clause 3 of Rule 210 the following shall be added :—

"as well as each sign of punctuation, apostrophe, or hyphen transmitted at the request of the Sender (Rule 206)".

In Rule 218 the sentence which reads "The apostrophes or hyphens are not charged for or signalled in Foreign telegrams (Rule 206)" shall be cancelled.

For Rule 219 the following shall be substituted :—

"219. Figures, letter cipher and commercial marks.—Groups of figures or of letters, commercial marks composed of figures and letters are counted as one word for each five figures or letters which they contain, *plus* one word for any excess. Each of the combinations, ae, aa, ao, oe, ue and ch is counted as two letters."

For Rule 220 the following shall be substituted :—

"220. Signs used with figures or letters.—Decimal points or fullstops, commas, colons, dashes and bars of division are each counted as a figure or a letter in the group in which they occur. This also applies to each letter added to groups of figures to form ordinal numbers as well as to letters or figures added to the number of a house in an address, even in the case of an address in the text or in the signature (*i.e.* ' Person from ') of a telegram."

In Rule 221, the following shall be inserted after the first sentence:—

"The same applies to combinations or alterations sought to be concealed by reversing the order of letters or syllables."

For the first two sentences of Rule 222, the following shall be substituted:—

"The counting of words by the office of origin is decisive, both for purposes of transmission and of the International Accounts, When, however, a telegram contains combinations or alterations of one of the languages of the country of destination, or of a language other than those of the country of origin contrary to the usage of such language, the office of destination is empowered to recover from the Addressee the amount of the under-charge."

To Rule 224, the following shall be added :—

"Nevertheless neither of these two latter offices may delay the forwarding or delivery of the telegram, except in the case provided for in Rule 220."

In the examples of counting given in Rule 225, the following shall be added:—

	No. of words.
38 (*4 characters*)	1
May/August	3
15·3 or 15/3 (*Number of house*)	1
GHF (*Commercial mark secret language : a group of three characters*	1
G. H. F. (*Commercial mark or secret language : a group of six characters*)	2
G. H. F (*Without final stop. Commercial mark or secret language : a group of five characters*)	1
GHF 45 (*Commercial mark : a group of five characters*) ...	1
G. H. F. 45 (*Commercial mark : a group of eight characters*)	2
E. M. (*Isolated letters, initials of Christian names*)	2
EM (*Initials of two Christian names, wrong combination*) ...	2
197a/199a (*Commercial mark : a group of nine characters*)	2
AP/M (*Commercial mark or secret language: a group of 4 characters*)	1
3/M (*Commercial mark: group of three characters*) ...	1

The following shall be omitted :—

CH 23 (*Commercial mark*)	2
197a/199a (*Commercial mark*)...	4
AP/M (*Commercial mark*)	1
3/M (*Commercial mark*)	1

For Rule 241 the following shall be substituted :—

"241. When the forwarding of a telegram can be effected by several routes belonging exclusively to the same Administration, it rests with that Administration, in the case of private correspondence to decide, in the best interests of Senders, in which direction the telegram shall be forwarded over its lines. The Senders cannot, in this case, request specially the employment of one of the routes in question."

The following shall be inserted at the beginning of Rule 243 :—

"An office which has recourse to means of retransmission other than telegraphic, addresses the telegram according to circumstances, either to the nearest telegraph office able to retransmit it, or to the office of destination, or to the Addressee himself, when this retransmission takes place within the limits of the State of destination."

In Rule 245 after the words "The Sender of a telegram" the words "Or his authorised representative," shall be inserted.

For Rule 248, the following shall be substituted :—

"248. After transmission.—If the telegram has been transmitted by the office of origin, the Sender can only request that it be cancelled by a Paid Service Advice, forwarded in accordance with Rule 200 and addressed to the office of destination. The Sender must pay, at his option, the cost either of a telegraphic or of a postal reply to the notice of cancellation. So far as is practicable, this Service Advice is transmitted successively to the offices through which the original telegram was transmitted until it overtakes the latter. Failing contrary indication in the Service Advice, if the telegram has been delivered to the Addressee, he is informed of the cancellation of the telegram. The office which cancels the telegram, or which delivers the notice of cancellation to the Addressee, advises the office of origin accordingly. The information is given by telegraph if the Sender has paid for a telegraphic reply to the notice of cancellation ; in the contrary case, it is sent by post as a paid letter. If the telegram is cancelled before having reached the office of destination, the charges for the original telegram, for the Service Advice of cancellation, and for any telegraphic reply repaid to

such Advice in respect of the distance not traversed, will be refunded to the Sender on application to the *Superintendent, Check Office, Government Telegraph Department, Calcutta.*"

For Rule 251, the following shall be substituted :—

"251. Free delivery limits.—Telegrams addressed to a place of residence within the delivery limits of the telegraph office are at once taken to their address. Telegrams bearing the Special Instruction *Jour* or *Day* (Rule 169 (*d*)) are not, however, delivered during the night. Those which are received during the night are only obligatorily delivered at once when they bear the instruction "*Nuit.*" or "*Night,*" or when the delivery office is in a position to recognise that they appear to be really urgent. In India, Foreign telegrams are classed as "Express" and are delivered at any hour of receipt, provided the office of destination is open for traffic at the time. They are delivered free of charge within five miles of a Telegraph office. Beyond that limit, the post is employed, without charge, unless a special means of delivery has been paid for by the Sender, or requested by the Addressee (Rule 309 (*a*))."

In Rule 258 for the words "*Remettre ouvert* or=RO=" the following shall be substituted :—"*Ouvert*" or "*Open.*"

The following shall be added at the end of Rule 259 :—

"Except when a charge has to be collected, when the Service Advice of non-delivery is sent by Ordinary paid letter at the expiration of the period for retaining such correspondence."

For Rule 261, the following shall be substituted :—

"261. If the Address has not been mutilated, the office of origin communicates the notice of non-delivery to the Sender whenever possible. A notice of non-delivery is only retransmitted by telegraph, if the Sender of the original telegram has asked that his telegrams may be redirected to him by telegraph (Rule 290). In all other cases, the notice is redirected by post in the form of a letter, if the Sender is known. In India, Advices of non-delivery which are to be posted are posted free of charge. The receiver of a notice of non-delivery can only complete, rectify or confirm the Address of the original telegram by a paid telegram in the form of a paid Service Advice. (Rule 200)."

For Rule 262 the following shall be substituted :—

"262. If it becomes possible to deliver a telegram after transmitting an Advice of non-delivery without having received one of the rectifying Advices referred to in Rules 260 and 261, the office of destination sends a second Service Advice to the office of origin stating that the message has been delivered. This information is communicated to the Sender if he has received a notice of non-delivery. This second Advice is not sent when delivery is notified by telegraphic Advice of Delivery (Rule 281)."

To Rule 263, the following shall be added :—

"When the Addressee advised as in the previous Rule of the arrival of a telegram does not take delivery within 24 hours, non-delivery is reported in accordance with Rule 259."

For Rule 266, the following shall be substituted:—

"266. Any telegram which cannot be delivered to the Addressee within a period of forty-two days from the date of its receipt at the delivery office is, subject to the provisions of Rules 265 and 322, not kept by the office of destination."

For Rule 270, the following shall be substituted—

"270. At the place of destination, the delivery office delivers to the Addressee a reply telegram form or voucher of a value corresponding to the cost of a telegram of a number of words equal to that given in the Special Instruction, intended for the office of origin of the reply paid telegram and to be sent by the same route as the latter. The reply telegram form carries the right of sending, within the limit of its value, a telegram to any destination whatever, from any telegraph office of the Administration whose office has issued the reply telegram form or voucher. Two or more Foreign reply telegram forms may be used to frank one Foreign telegram, but one reply telegram form may not be used to frank two or more telegrams."

For Rule 271 the following shall be substituted:—

"271. If the reply exceeds the amount notified in the reply telegram form, the difference must be paid in cash or stamps by the Sender of the reply. If, on the other hand, the amount notified in the reply telegram form exceeds that of the reply, the difference is refunded by the *Superintendent, Check Office, Government Telegraph*

Department, Calcutta, to the Sender of the original telegram, if he apply for it within three months from the date of issue of the reply telegram form, and provided that such difference is not less than ten annas. This refund is only made on the authority of the Administration which delivered the orginal telegram. If the telegram with deposit for reply originated in India, the refund of the unused portion is made to the Sender by the *Superintendent, Check Office, Government Telegraph Department, Calcutta.*"

For Rule 274 the following shall be substituted :—

" 274. When, from any cause a reply paid telegram cannot be delivered, the reply telegram form remains attached to the telegram during the period of retention fixed by Rule 266. At the end of this period the Administration of destination will initial the refund if the amount paid is not less than ten annas. The amount of reply telegram form is nevertheless refunded to the Sender if he apply for it before the expiration of this period. In this case, the delivered office cancels the reply telegram form, and the telegram, endorsed accordingly, is preserved during the prescribed period. (Rule 266)."

In Rule 276 after the word " State" insert " and Service."

For the second sentence of Rule 279 substitute the following:—

" When the telegram is forwarded to its final destination by post, deposited *poste restante,* or delivered to some intermediate agency, this notice mentions the date and time of such forwarding, deposit, or delivery."

For the last sentence of Rule 281 substitute the following:—

" At the expiration of this period, if the telegram has not been delivered, the Administration of origin officially initials the refund of the charge for the Advice of Delivery."

For Rule 282, the following shall be substituted:—

" 282. A postal Advice of Delivery contains the same information as a telegraphic Advice of Delivery. It is sent by the office of delivery to that of origin in a prepaid envelope endorsed ' *Accusa de reception*' or ' Advice of Delivery.' "

In Rule 285, for the last sentence the following shall be substituted:—

" If the latter amount is less than the former by not less than ten annas, the difference is refunded to the Sender at his request."

The following shall be added at the end of Rule 289 :—

"It is calculated by counting the number of words transmitted in each retransmission."

In Rule 290 the whole of the first sentence and the word "however" in the second sentence shall be omitted.

Rule 292 shall be cancelled.

In Rules 295 and 296, for "one hundred words" the following shall be substituted:—

"One hundred chargeable words."

For Rule 297 the following shall be substituted :—

"297. In the case provided for by Rule 293, each copy of the telegram must bear only the address which belongs to it, and, except at the request of the Sender, the instruction 'X addresses' or '*X adresses* or=TMx=must not appear in it. This request must be included in the number of words charged for, and be written before the address of each Addressee whom it concerns, as follows:—*Communequer toutes adresses* or Communicate all Addresses or =CTA=.

The following shall be added at the end of Rule 301 :—

"thus PCV.....(amount due for special service)."

In Rule 315 for the words "or in Signals of the *Universal Commercial Code*" the following shall be substituted :—"or by means of groups of letters of the international Code of Signals."

At the end of Rule 318 the following shall be added :—

"In the latter case, the instruction 'PCV (which means *Percevoir* or Collect) must be inserted in the preamble."

In Rule 319 for the words "*Universal Commercial Code*" the following shall be substituted :—"International Code of Signals."

In Rule 331 for the words "eight months" the words "at least ten months" shall be substituted.

In clause (*c*) of Rule 339 after the words "State telegrams" the words "and Paid Service Advices" shall be added.

For clause (*e*) of Rule 339 the following shall be substituted :—

"(*e*.) The supplementary charge pertaining to any special service which has not been rendered, as well as the charge for the corresponding supplementary instruction."

The following shall be inserted as clause (*e*-1) of Rule 339 :—

"(*e*-1). The amounts deposited for paid Service Advices requesting the repetition of a passage supposed to be incorrect if the repetition does not agree with the first transmission, with the reservation, however, that when some words have been correctly and some incorrectly transmitted in the original telegram, the charge for the words which relate exclusively to the words correctly transmitted in the first instance is not refunded. Nevertheless, the charge for the words correctly transmitted must be refunded, whatever may be the language in which the telegram is written, if the Administration concerned recognises that the mistakes made prevented the sense of the words which had not been mutilated from being understood."

In clause (*f*) of Rule 339 for the words "every Paid Service Advice" the words "every other Paid Service Advice" shall be substituted.

The following shall be inserted as clause (*h*-1) of Rule 339 :—

"(*h*-1). The full charges for every telegram with prepaid reply which has manifestly been unable to fulfil its object owing to a service irregularity which warrants the return of the charges for the reply; also the full charge for every prepaid reply which has manifestly been unable to fulfil its object owing to a service irregularity which warrants the return of the charges for the original telegram."

Clause (*i*) of Rule 339 shall be cancelled.

For clause (*k*) of Rule 349 the following shall be substituted :—

"(*k*). The difference between the amount of a reply telegram form and the charges for the telegram prepaid by means of such reply telegram form, if the difference is equal to ten annas at least."

At the end of Rule 347 the following shall be added :—

"The right to the refund lapses after a period of six months from the date of the letter by which the Sender is informed that the refund has been granted."

B. ROBERTSON,
Secretary to the Government of India.

INDIAN TELEGRAPH DEPARTMENT.

NOTICE FOR THE GUIDANCE OF PERSONS WISHING TO SUBMIT TELEGRAPH CODES FOR EXAMINATION ON BEHALF OF THE TELEGRAPH UNION.

1. The Telegraph Administrations of the United Kingdom, France and Germany have been designated by the International Telegraph Conference of Lisbon, on behalf of the International Telegraph Union, and in accordance with provisions of paragraph 2 of Article VIII of International Telegraph Regulations, for the purpose of examining codes and vocabularies of code words, or of syllables intended to be used in the formation of code words. Thus, persons concerned can obtain an assurance that their codes or vocabularies are in conformity with the requirements of the aforesaid paragraphs. This assurance is given by means of a certificate in the form annexed.

2. Persons desirous of submitting codes for examination on behalf of the International Telegraph Union should apply to the Telegraph Administration of their country. In countries where there is no State Telegraph Administration, applicants may address themselves to any one of the three above-named Administrations. Applicants must forward with their applications, at their own expense, three copies of each code to be examined. These copies will remain the property of the three Administrations.

3. Codes may be submitted in manuscript, provided that they are legibly written, but in the case of those which it is intended subsequently to print, a final certificate will not be issued until after a printed copy of the Code has been sent to each of the three Administrations, and it has been ascertained that this copy is in conformity with the documents which were examined.

4. Applicants must furnish any particulars which may be considered necessary to explain the method of formation of the code words which they desire to use. No information as to the meanings attached to the words is required. Unpublished codes, as well as any particulars furnished by applicants, will be regarded as confidential.

5. It is desirable that codes should be submitted without delay, and, if possible, before the 1st January 1910.

6. The attached extract from the International Telegraph Regulations shows the conditions to which code words must conform.

7. The decision of the Administrations as to the refusal of a certificate is final. The Administrations will, however, endeavour as far as possible, to afford the persons concerned an opportunity of modifying their codes in order to obtain a certificate.

8. The certificate will apply solely to the code in respect of which it is issued, and will lapse if the code is modified without approval.

9. The submission of codes for examination is optional. Codes which are not certificated will continue to be available, in so far as they are in conformity with the Regulations.

10. The Administrations will not be liable for any loss or damage which may be incurred or sustained in consequence of anything done or omitted to be done in connection with the approval or non-approval of any code, or the issue or non-issue of any certificate.

T. D. BERRINGTON,
Director-General of Telegraphs.

CALCUTTA, The 22nd September 1909.

CERTIFICATE.

The Telegraph Administrations of the United Kingdom, France and Germany entrusted, in conformity with the provisions of paragraph 2 of Article VIII of the International Telegraph Regulations now in force, with the examination of telegraph codes, on behalf of the International Telegraph Union, certify that the . . . code is in conformity with the provisions of the aforesaid paragraph.

It must be understood that the code remains subject to all the provisions of the International Telegraph Regulations now in force which relate to the use of code language.

The present certificate shall not serve as a precedent for the justification of codes which have not yet been examined. It will lapse in the event of the code to which it relates being modified without approval.

The Telegraph Administrations do not accept any responsibility whatever in consequence of the issue of the present certificate.

On behalf of the Telegraph Administrations of the United Kingdom, France and Germany.

(Signature of one of the three Administrations).

EXTRACT FROM INTERNATIONAL TELEGRAPH REGULATIONS.

ARTICLE VIII.

1. Code language is that which is composed of words not forming intelligible phrases in one or more of the languages authorised for telegraphic correspondence in plain language.

2. The words, whether genuine or artificial, must be formed of syllables capable of pronunciation according to the current usage of one of the following languages:—German, English, Spanish, French, Dutch, Italian, Portuguese, or Latin. Artificial words must not contain the accented letters ä, ä, á, è, ń, ö, ú.

Codes intended for correspondence in code language may be submitted to the Telegraph Administrations designated for the purpose, with a view to allow those concerned to obtain an assurance that the words contained in codes fulfil the conditions of the present paragraph.

3. Words in code language must not be longer than ten characters according to the Morse alphabet, the combination ae, aa, ao, oe, ue, being counted as two letters each. The combination ch is also counted as two letters in artificial words.

4. Combinations not fulfilling the conditions of the two preceding paragraphs are regarded as language in letters having a secret meaning, and are charged for accordingly. Nevertheless, those which may be formed by the union of two or more words in plain language contrary to the usage of the language are not admitted.

ARTICLE XIX, PARAGRAPH 8.

Combinations or alterations of words contrary to the usage of the language are not admitted;

APPENDIX K-2.

RECEIPT FORM GRANTED ON DESPATCH OF TELEGRAMS.

No. 186 of 1909.

PUNJAB CHAMBER OF COMMERCE,
DELHI, 9th March 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I enclose herewith, for the information of your Committee, copy of a letter addressed by this Chamber to the Director-General of Telegraphs, dated 5th instant, and its enclosures, on the subject of the form of receipt granted on despatch of a telegram ; and in doing so am to express the hope that your Committee may be pleased to support the representation.—Yours faithfully,

JAMES PRENTICE,
Secretary.

No. 140 T. of 1909.

From—THE PUNJAB CHAMBER OF COMMERCE,

To—THE DIRECTOR-GENERAL OF TELEGRAPHS,
Calcutta.

Dated 5th March 1909.

SIR,—With reference to the new receipt and the particulars recorded on it, which is now granted on payment for a telegram and which has been the subject of the correspondence (a copy of which is attached), I am instructed by my Committee to place before you the opinion they hold on the experience of their members over the past six months' working of it, along with a suggestion which they respectfully submit to you for favourable consideration. The general public have not, my Committee believe, adopted the plan of sending with their telegrams the loose receipt forms which may be obtained from Telegraph Offices on application, and in which it was believed

they would enter whatever particulars they wished to. Telegrams are usually sent to telegraph offices by the hand of illiterate servants, and the receipt granted only bears a number, a date, the class and the cost of the telegram.

It has also been brought to the notice of my Committee that a slack system obtains from time to time at some Combined Post and Telegraph Offices of handing to senders of telegrams receipts in the form of slips of plain paper bearing a number, a date and the cost of the telegram only. Presumably this is resorted to when they run short of the prescribed forms. It is obvious that there are grave objections to the practice, and for this and for the other reasons already given, my Committee desire to submit to you the enclosed form which they have had printed in order to make their proposal absolutely clear and which combines, with the present one on which telegrams are written, a receipt in which senders can enter whatever particulars they wish to, and which when the telegram has been paid for can be easily detached (there being as you will see a perforation), and handed to the sender.

I am to point out that the only additional work which this form suggested by my Committee entails to your Department is the insertion on the receipt of the time at which the message is handed in at the Telegraph Office for despatch. It is important that merchants should have an acknowledgment from the Telegraph Office of the time at which the message is handed in for easy reference. My Committee are of opinion that the facility with which the proposed form and the receipt can be dealt with at your offices will compensate for any slight delay that may be occasioned by the filling in of the time on the receipt.

In conclusion, I have to express the hope that you may be pleased to adopt this or any other combined form which will serve the same purpose.

Extract from a letter No. 599-1908, dated 15th April 1908, from the Punjab Chamber of Commerce, to the Director-General of Telegraphs, Simla.

'Further, with regard to the new receipt which is granted on payment for a telegram and which only records the number of the telegram, the date, the class and cost of it, my Committee would

suggest that a space should also be provided for the destination of the telegram. It is at present impossible for a sender of two or more telegrams of equal cost to different places to know the number of the receipt allotted to each telegram. If provision was made for the receipt to be attached by perforation to the telegraph form on which messages are written for despatch, this last particular could be filled in by the sender of the telegram himself for his own convenience, and would not entail any extra work on the Telegraph Department."

Extract from a letter, dated 21st April 1908, from the Director-General of Telegraphs, Calcutta, to the Punjab Chamber of Commerce.

"About the receipts kindly make it generally known to the members of your Chamber that anyone can, on application at the Central Telegraph Office, Delhi, obtain packets of the receipt forms, on which he can enter any information regarding place of destination, name of sending firm and the receipt form can then be handed in with the telegram and receive the date stamp and particulars of charge."

Extract from a letter No. 628-1908, dated 5th May 1908, from the Punjab Chamber of Commerce, to the Director-General of Telegraphs, Simla.

"My Committee note that packets of receipt forms can be obtained at the Central Telegraph Office on which a sender of a telegram can enter particulars of destination, etc., and then hand in the receipt with the telegram to be stamped and returned.

My Committee accept this arrangement as a temporary measure and have given publicity to it. They would, however, recommend the adoption of a telegraph form with receipt attached by perforation as suggested in my letter of 15th ultimo to your careful consideration, as they feel that such an arrangement would be preferable to that now existing and would be appreciated by the public."

Extract from a letter No. 5433T, dated 1st June 1908, from the Director-General of Telegraphs, to the Punjab Chamber of Commerce.

"With reference to your letter No. 628-1908, dated the 5th of May 1908, I have the honour to inform you that, judging from the suggestions received regarding the various particulars, which firms, private individuals and Government Officials, require on their receipts for telegrams tendered, the best plan is found to be to continue the practice of furnishing the senders of telegrams with receipt forms on which they can enter whatever particulars they wish to. It is understood this plan is found to suit admirably."

Extract from a letter No. 710-1908, dated 17th June 1908, from the Punjab Chamber of Commerce, to the Director-General of Telegraphs, Simla.

"With regard to the new receipt which is granted on payment for a telegram and which only records the number of the telegram, the date, the class and cost of it, my Committee are of opinion that while it may suit some mercantile firms, private individuals and Government Officials to keep a supply of receipt forms with them on which they can enter whatever particulars they wish, and send the receipt with the telegram to the telegraph office, it is not a practice that the public will generally find convenient.

It is to be admitted that it is important to the sender of a telegram that the destination of the telegram should be acknowledged and confirmed by the Telegraph Office.

If to obtain this acknowledgment it is thrown on to the sender to write the destination on the receipt and tender the receipt along with the telegram, it will be necessary, my Committee submit, for the Telegraph Department to supply the receipt forms in some way or other attached to the presented telegram forms on which messages for transmission are written. On the other hand if the Telegraph Office will undertake to enter the destination of the telegram on the receipt with the particulars that are now entered on it, nothing more need be done.

Copy of a letter No. 5900T, dated 30th June 1908, from the Director-General of Telegraphs, Simla, to the Punjab Chamber of Commerce.

I have the honour to acknowledge receipt of your letter No. 710-1908, dated the 17th of June 1908, on the subject of entering the office of destination in the receipts granted for telegrams and to state that the matter will receive attention.

No. 258 of 1908.

CHAMBER OF COMMERCE,
BOMBAY, 19th March 1909.

The DIRECTOR-GENERAL of TELEGRAPHS,
Calcutta.

SIR,—My Committee have been favoured with a copy of a letter addressed to you by the Punjab Chamber of Commerce on the subject of the form of receipt granted on despatch of a telegram.

2. On careful consideration of the correspondence and examination of the new combined message and receipt form, my Committee are in entire accord with the Punjab Chamber's wishes that the proposed form should be universally adopted in India; and it is further suggested that this should be for both foreign as well as inland messages.

3. It is also felt that the insertion on the receipt of the time at which a telegram is handed in will be a welcome addition, as such indication of time is often of the utmost importance, especially to Merchants and Bankers.

4. While supporting the Punjab Chamber, my Committee wish to avoid as far as possible any additional work being thrown on your Department; and therefore in urging the adoption of the new combined form, they make the proviso that the public should be informed that in cases where the counterfoil is not filed in by the sender, the latter will only be entitled to the ordinary receipt at present in use. It is, however, felt, that such cases will be rare if clear instructions are printed on the counterfoil for the sender's guidance.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 18816 T.

INDIAN TELEGRAPH DEPARTMENT.

CALCUTTA, dated the 30th of March 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—I have the honour to acknowledge receipt of your letter No. 258, dated the 19th of March 1909, and in reply to inform you that the practice of furnishing senders of telegrams with receipt form on which they can enter whatever particulars they wish to, is understood to be working satisfactorily elsewhere.

2. It is not considered desirable or necessary to enter the time of receipt on the receipt forms.—I have, etc.,

E. KENYON,
for Director, Traffic Branch.

PUNJAB CHAMBER of COMMERCE,
DELHI, 20th September 1909.

No. 819 of 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Form of Receipt granted on despatch of a Telegram.

DEAR SIR,—With reference to my letter of 9th March last on the above subject, I am directed to enclose herewith, for the information of your Committee, copy of a further letter addressed by this Chamber to the Director-General of Telegraphs on 16th instant.—Yours faithfully,

JAMES PRENTICE,
Secretary.

No. 806 of 1909.

From—The PUNJAB CHAMBER OF COMMERCE,

To—The DIRECTOR-GENERAL OF TELEGRAPHS,
Simla.

Dated 16th September 1909.

THIS Chamber addressed you on the 5th March 1909 on the subject of the form of receipt granted on the despatch of a telegram and

submitted to you a combined receipt and telegram form which would permit the sender of a telegram to enter on the receipt, at the time the message was being written out and before it was presented at the telegraph office, the particulars it was desired it should carry in connection with the message.

In your reply of the 22nd March 1909, No. 18357T, it was clear that you believed the detached receipt suited quite well and was received elsewhere with favour.

At that time this Chamber was expressing the opinion of its members only, but it was felt that what was an inconvenience to them in the transaction of their business through the inadequate details on the telegram receipt must also be a trouble to others, and accordingly they submitted the matter, along with the combined form suggested to you for an expression of opinion to a wide range of authorities with the result that the Chamber's suggestion has been supported by—

The Bombay Chamber of Commerce.
The Burma Chamber of Commerce.
The Chittagong Chamber of Commerce.
The Coconada Chamber of Commerce.
The Karachi Chamber of Commerce.
The Madras Chamber of Commerce.
The Tuticorin Chamber of Commerce.
The Bengal National Chamber of Commerce.
The Agra Trades Association.
The Bombay Trades Association.
The Calcutta Trades Association.
The Madras Trades Association.
The Punjab Trades Association.
The Rangoon Trades Association.
The Bombay Mill-Owners Association.
The Bombay Cotton Trade Association, Ltd.
The Bombay Grain Merchants Association.
The Bombay Native Piece-Goods Merchants Association.
The Karachi Native Piece-Goods Merchants Association.
The Behar Planters' Association.

The letters addressed to you by these Chambers and Associations express the hope that the combined form will be universally adopted in India, and that it will be adopted for both foreign and inland messages. It is also pointed out that the insertion of the time at which a telegram is handed in will be a welcome addition to the particulars now given on the receipt, as such indication of time is often of the utmost importance specially to Merchants and Bankers.

In resubmitting their suggestion to you now, my Committee think it unnecessary to discuss at length the question of whether or not the detached receipt slip has an advantage over the combined form in the matter of the time taken in handling the receipt or into the question of the time required to enter the time on the receipt, because at most it can only be a matter of seconds, probably of not more than 16 seconds, an altogether insignificant decimal of the time occupied in the transit of a message. Moreover, it can only be at two or three Central Offices that delay, if in actual operation there is delay, can affect despatch, and it should not even there do so, for it is of course always to be taken for granted that the receiving counters are adequately manned at all Offices.

My Committee respectfully submit that the suggestion is at once reasonable and practicable.

It is desired that you should meet the wishes of the public and of the mercantile community in particular, and adopt a form that will help merchants in their business; that will in fact convert the present receipt form which for all practical purposes is now a useless slip of paper into a useful document.

I am, therefore, to express the hope that you will reconsider the matter and see your way to give effect to this request.

APPENDIX K-3.

DEPOSIT SYSTEM OF ACCOUNTS FOR PAYMENT OF TELEGRAMS.

No. 2165-2180-160.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

CALCUTTA, the 16th March 1909.

(TELEGRAPHS.)

RESOLUTION.

UNDER the Resolution of the Government of India in this Department, No. 5527-5529-160, dated the 11th June 1908, members of the public are premitted to make a deposit in advance to cover the cost of the telegrams despatched by them. A commission of one per cent. is levied on value of the telegrams in order to cover the cost of maintaining the deposit accounts.

2. The Government of India have decided that with effect from the 1st April 1909, the one per cent. commission shall be abolished, and that in its place a fee of Re. 1 shall be levied for every 25 telegrams despatched, subject to a minimum charge of Rs. 10 per annum.

ORDER—Ordered that a copy of this Resolution be communicated to all Chambers of Commerce and Trades Associations, to the Director-General of Telegraphs and to the Examiner of Telegraph Accounts.

Ordered also that the Resolution be published in the *Gazette of India* for general information.

B. ROBERTSON,
Secretary to the Government of India.

No. 309 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 2nd April 1909.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Calcutta.

SIR,—I have the honour to acknowledge receipt of your Notification No. 2165-2180-160 of the 16th March 1909, intimating the abolition of the one per cent. fee hitherto levied on the value of telegrams despatched, against which a deposit in advance has been made and substituting instead a charge of Re. 1 for every 25 telegrams, subject to a minimum charge of Rs. 10 per annum.

2. It is presumed the former rating is being abandoned as the expense is found to be too great for public support. My Committee on examination of the new scheme are of opinion that it will also, for similar reason, not be favourably received, as it tends to increase rather than decrease the expenditure of those despatching a large number of telegrams.

3. For instance, a firm which spent say Rs. 10,000 a month, or Rs. 1,20,000 a year, would, by the old system of 1 per cent., have paid Rs. 1,200 yearly.

4. On the other hand, as an expenditure of Rs. 10,000 a month would represent, generally speaking, 100 telegrams per day, or 36,000 telegrams per annum; by the new ruling of Re. 1 for every 25 telegrams, the total sum that the firm will now have to pay will be Rs. 1,440 per annum, that is, an increase of Rs. 240 for the same number of messages.

5. In these circumstances, my Committee feel they are unable to approve of the change made, and they are generally against the levy of any fee on this deposit system. But, if a charge is considered necessary to cover the cost of maintaining the deposit accounts, my Committee are of opinion that a fee of ¼ per cent. would be reasonable and would tend to attract public support to the scheme.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 2657-106.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(TELEGRAPHS).

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIMLA, the 8th April 1909.

SIR,—I am directed to acknowledge the receipt of your letter No. 309 of 1909, dated the 2nd April 1909, regarding the fee at present levied in connection with the deposit system of accounts for the despatch of telegrams.—I have, etc.,

G. RAINY,
Under-Secretary to the Government of India.

No. 3252-106.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(TELEGRAPHS.)

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIMLA, the 6th May 1909.

SIR,—In continuation of Mr. Rainy's letter No. 2657-106, dated the 8th April 1909, I am directed to reply to your letter No. 309, dated the 2nd April 1909, on the subject of the charge at present made in connection with the deposit system of accounts for the despatch of telegrams. The Committee of the Chamber are of opinion that the new scheme will not be favourably received, and that it will tend to increase rather than to decrease the expenditure of those despatching a large number of telegrams. They are generally against the levy of any fee on account of the deposit, but consider that a fee of ¼ per cent. would be reasonable and would tend to attract public support.

2. The Government of India have considered this representation, but they regret that they are unable to regard the question whether or not a fee should be charged is one which is open to argument. The cost of keeping the deposit accounts must be defrayed by the

persons or firms who make use of the deposit system, and the amount of the fees charged must be determined solely by the actual expenditure to which the Telegraph Department is put for this purpose. So far as can be ascertained at present, a fee of $\frac{1}{4}$% would be altogether insufficient to cover the cost of keeping the accounts and would also be open to objection on another ground.

3. When the system by which the fee is levied was altered, the change was made not only in the belief that the cost to the senders of telegrams would thereby be diminished, but also because it was considered more equitable to the senders of telegrams to fix the fee according to the number of telegrams despatched rather than according to their value. The cost to the Telegraph Department of keeping an account of any given number of telegrams is the same whether the majority of the messages are expensive foreign telegrams or cheap inland telegrams. The Director-General of Telegraphs recently placed figures before the Government of India which showed that during the quarter ending the 30th September 1906, 2,455 telegrams were despatched from the Bombay Office under the deposit system, of which the value was Rs. 16,108-5-0 and the commission on which at 1 per cent was Rs. 161-1-4. If the system lately introduced had been in force during that quarter, the amount realized on account of commission would have been only Rs. 98-3-2. Similarly in Calcutta the commission actually realised from 7,442 telegrams during the quarter ending the 31st December 1908 was Rs. 553-12-3, whereas under the new system the fees would have been only Rs. 297-10-11. The Government of India therefore have good reason for believing that most firms will find the new system cheaper than the old, and they think it probable that the Bombay Chamber have underestimated the average cost of each telegram sent.

4. In conclusion I am to say that the Government of India desire it to be understood that it is their wish to make the charge for deposit accounts as low as possible, provided that the Telegraph Department is recouped for its actual out-of-pocket expenses. The Director-General of Telegraphs will be requested to submit a special report when the new system has been in force for a year, and Government will then consider whether any reduction can be made in the charges.—I have, etc.,

B. ROBERTSON,
Secretary to the Government of India.

APPENDIX K-4.

REGISTERING ABBREVIATED TELEGRAPHIC ADDRESSES.

CHAMBER of COMMERCE,
KARACHI, 17th June 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to forward, for the information of your Chamber, copy of a letter addressed by my Committee to the Government of India, Department of Commerce and Industry, regarding delivery of telegrams bearing abbreviated addresses.—Yours truly,

E. L. ROGERS,
Secretary.

KARACHI CHAMBER OF COMMERCE.

No. 414.

The SECRETARY TO THE GOVERNMENT of INDIA,
DEPARTMENT of COMMERCE AND INDUSTRY,
Simla.

KARACHI, 16th June 1909.

SIR,—I have the honour to invite your attention to what appears to my Committee the arbitrary and uncalled for action of the Director-General of Telegraphs in instructing his Department to refuse the delivery of telegrams to addresses, who are perfectly well known to local telegraph offices, unless such addressees now register abbreviated addresses.

So far as members of this Chamber are concerned, no complaints have been made of incorrect, or late deliveries of telegrams by the Telegraph Department, although at Karachi itself and at up-country stations, such telegrams have been addressed in an abbreviated form (such as "Ralli" for Ralli Bros., "Sanday" for Sanday Patrick & Co.) for a great many years past.

On the part of the Telegraph Department, it is urged the "*full address*" is necessary in order to enable a telegram to be delivered. It is not initials which are required ; "Sanday" or "Volkart" by themselves would be delivered at once "*if the full address were given*" (*vide* Director-General of Telegraph's letter of 23rd February 1909 to this Chamber (copy enclosed).

My Committee submit with all respect that this reason for forcing the public to register abbreviated addresses is altogether untenable. In most towns in India, the names of streets, numbers of houses, etc., are not known to most of the local residents themselves. The offices of the leading merchants, however, such as "Rallis," "Grahams," "Volkarts," "Sandays," "Clements," "Forbes" &c., are very well known to local residents (including the telegraph peons), and to refuse the delivery of telegrams so addressed on the grounds that the addresses cannot be found unless the telegrams are addressed "Donald Graham & Co.", Volkart Bros.", "Sanday Patrick & Co.", etc., with a detailed address attached is, I submit, obviously absurd.

Nor does the argument of the Director-General of Telegraphs that a cold weather tourist of the name of Graham or Forbes, etc., might suffer inconvenience, because in passing through some obscure station in, say, the Chenab or Jhelum Colony, a telegram addressed "Graham" might be delivered to Messrs. Donald Graham & Co.'s office instead of to the hypothetical "globe-trotter" carry much weight with my Committee. The idea that the mercantile community who are one of the principal users of the Indian telegraphs should annually have to pay many thousands of rupees in registration fees in order to ensure the speedy delivery of a possible telegram to a stray traveller, seems preposterous, especially when it is considered that such an eventuality could only occur, if the traveller's telegram also gives *no initials or address.*

The correspondence exchanged between the Director-General of Telegraphs and the Chamber (copies enclosed) leads my Committee to the conclusion that the meaning of the present demand for the registration of abbreviated addresses (at small up-country villages) is not the facilitating of the delivery of telegrams (regarding which there has not been the slightest difficulty that I am aware of, but

rather the addition to the revenues of the Telegraph Department of the proceeds of the fees which the *registration* of an abbreviated address involves.

My Committee are of opinion that this method of engineering a very small additional revenue for the Telegraph Department is troublesome and undesirable, and they beg therefore that you will kindly give the matter your attention.

The Director-General of Telegraphs makes it a great point that the registration of addresses is *for the benefit of the public*, and my Committee consider that this is the correct view to take. It should be left to the public to consider whether they wish to avail themselves of the benefits of registration, or run the risk of delay in the delivery of a telegram which does not give the full address. A firm like Ralli Brothers or Volkart Brothers may well expect that telegrams addressed "Ralli" or "Volkart" which have been delivered to them for the last *50 years* should be continued to be so delivered, and it seems to my Committee altogether beyond the rights of the Director-General of Telegraphs to arbitrarily withhold such telegrams for which he has collected charges, and which every telegraph peon knows well where to deliver.

My Committee recognise that contractions of names or the actual abbreviation of one name or fancy address should be registered, but they are very strongly of opinion that where the unaltered name of a firm is telegraphed, and no other person of that name is resident in the town to which the telegram is addressed, a registration fee should not be insisted upon; and they, moreover, contend that, if in such cases registration is necessary, it would be necessary for by far the greater number of telegrams passing through the Indian Telegraph Office as the telegraphing of initials, streets and numbers of houses will only, in very isolated cases, be resorted to. Every addressee runs the risk connected with an insufficiently addressed article whether sent by post or wire.

My Committee consider that the position taken up in this matter by the Director-General of Telegraphs is most arbitrary and absolutely uncalled for, as it has not been shown that any change is needed or that any inconvenience has been suffered. The Director-General's

arbitrary action can only be prompted by a desire to create an additional revenue from a section of the public whom it should be his special desire to serve ; and in the interests of Trade my Committee express the hope that you will be able to use your influence and to induce the Director-General of Telegraphs to adopt the views I have above expressed.—I have, etc.,

H. T. ROBSON,
Vice-Chairman.

E. L. ROGERS,
Secretary.

No. 590 OF 1909.

CHAMBER OF COMMERCE,

BOMBAY, 2nd July 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Karachi.

DEAR SIR,—I am directed to acknowledge, with thanks, your letter No. 419 of the 17th ultimo, together with copy of a letter addressed by your Committee to the Department of Commerce and Industry, regarding the delivery of telegrams bearing abbreviated addresses.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

KARACHI CHAMBER OF COMMERCE,
KARACHI, 4th August 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I am directed to send you copies of the following correspondence :—

(1) This Chamber's letter of 6th Febuary 1909 to the Director-General of Telegraphs.

(2) The Director-General of Telegraphs' reply of 23rd February 1909.

(3) The Chamber's letter of 27th March 1909 to the Director-General of Telegraphs.

(4) The Director-General's reply of 21st April 1909.

(5) This Chamber's letter of 16th June 1909 to the Secretary to the Government of India, Department of Commerce and Industry.

(6) Copy of this Chamber's telegram of 13th July 1909 to the Department of Commerce and Industry.

(5) The Government of India's reply, dated Simla, 20th July 1909.

2. It will be noted in paragraph 2 of the Government of India's letter of the 20th ultimo, that a statement appears that the public have suffered inconvenience owing to telegrams being despatched with wholly insufficient addresses of Firms and others who neglected to register abbreviated addresses. The Members of the Karachi Chamber of Commerce have not, until the introduction of the present system, suffered any inconvenience owing to the non-delivery of telegrams; and I am instructed to enquire if the Members of your Association have suffered any inconveniences of the nature indicated.

3. In any case my Committee are of opinion that it is for the public themselves when they experience inconvenience, to take such steps by addressing telegrams more fully, or by registering abbreviated addresses as they may consider necessary to remedy the inconvenience, and *not* for the Telegraph Department to deliberately create trouble by arbitrarily declining to deliver messages to addressees who are thoroughly well known to them, simply on the plea that no abbreviated address has been registered.

4. Paragraph 4 of the Government of India's letter to the Chamber states that if Members of this Chamber will register abbreviated addresses, every effort will be made by the Telegraph Department to deliver telegrams to such Firms or Persons, even if such telegrams be in the opinion of the Department insufficiently addressed. This makes it quite clear that the reason for the present demand for registration is—"not to ensure the correct and speedy delivery of telegrams"—(*vide* the Director-General of Telegraph's letter of

23rd February to the Chamber), but simply to add a little revenue to the Telegraph Department.

5. My Committee consider the means proposed to obtain this additional revenue very objectionable. Most of the Members of this Chamber have for many years past employed registered addresses in Karachi ; some Members use 4 or 5 or more of such registered addresses, and they have little objection to raise in the case of large towns or cities. But for the Telegraph Department to attempt to force the public (including Members of this Chamber) to register addresses at every up-country town or village appears to my Committee to be preposterous. It is unreasonable that the Department should refuse to deliver telegrams, addressed to an individual at some small village where that individual is not only well known, but is the only person of that name in the place. In England it is considered unnecessary by the Telegraph Authorities to give any detailed address in such cases. It has never before been considered necessary in India, and during the time when the address was not charged for by the Department, it was the regular practice of the Department to deliver such telegrams without demur and as far as this Chamber is aware no inconvenience of any sort was suffered by the Telegraph Department or by any one else.

6. The principle now sought to be enforced by the Telegraph Department, viz., the power or right deliberately to refuse to deliver telegrams to addressees thoroughly well known to the Department on the plea that the message is insufficiently addressed, should never be admitted and should, in the opinion of my Committee, be strenuously opposed. The fee which the Department of Commerce and Industry calls "trivial" is by no means trivial in the case of many Firms who have a large number of up-country agencies, and if the Telegraph Department require more revenue my Committee consider that the means now proposed to obtain it is wrong, and likely to result in serious misunderstanding and much friction between the Telegraph Department and those who use the telegraph. Moreover, inconvenience and losses are sure to arise through the arbitrary action of subordinate Telegraph Officials who have not been instructed to do their utmost to deliver all telegrams, however they may be addressed, but who have on the contrary, as is now the case, been ordered to withhold telegrams in their opinion not sufficiently addressed.

7. I am instructed to enquire if your Chamber are prepared to enter into a joint representation or protest to the Government of India.—Yours faithfully,

E. L. ROGERS,

Secretary.

No. 71.

KARACHI CHAMBER OF COMMERCE,

KARACHI, 6th February 1909.

The DIRECTOR-GENERAL OF TELEGRAPHS,

Calcutta.

SIR,—The attention of the Chamber has been drawn to the fact that several telegraph offices in Sind and the Punjab have recently notified members that telegrams from them bearing so-called abbreviated addresses will not in future be delivered, unless such addresses are registered, the fee for registration being ten rupees per annum.

The cases referred to are such where telegrams are addressed to firms in their own unaltered name, as for instance "Sanday" for Sanday Patrick & Co., "Volkart" for Volkart Brothers, "Ralli" for Ralli Brothers, &c.

My Committee believe that the object of registration of addresses is to insure the correct and speedy delivery of telegrams and not the creation of a small revenue to the Telegraph Department of the Government of India, and they are therefore of opinion that where *there can be absolutely no doubt* as to the person or firm for whom a telegram is intended, and where there is no alteration in the proper name of such person or firms, nor any contraction of two words which would constitute a specially prepared address, the Telegraph Department are *not* justified in withholding the delivery of telegrams.

My Committee contend that, if it is considered by the Telegraph Department that a telegram addressed say "Sanday", Ludhiana or "Volkart" Amballa City or "Ralli" "Sukkur is not sufficiently addressed, unless these addresses are registered, then on the same grounds no telegram to *any individual* would be sufficiently addressed

unless *all initials* are telegraphed. It is in my Committee's opinion more likely that a telegram addressed to any private person without the addition of the distinctive initials should be misdelivered than that a telegram addressed to a firm as above would miscarry.

Assuming that the Telegraph Department undertake the prompt delivery of telegrams direct to *any known address*, my Committee trust that you will be good enough, in order to avoid a recurrence of demands for abbreviated addresses at small stations in the interior, to issue a ruling on the point to the effect that :—

Telegrams addressed to firms should be delivered and no registration of an abbreviated address required, provided that (1) the name of the firm is not in any way changed (the mere *omission* of a part of the name not counting as a change) as for instance "Sanday" for Sanday Patrick & Co. "Volkart" for Volkart Brothers, &c.

(3) That *no other firm or person of the name* telegraphed is resident in the place to which the telegram is addressed.

I am desired to add that some of these addresses of firms which are now taken exception to by telegraph masters and termed abbreviated have been in use for 40 years and more, and were never questioned in former years when under the rules of the Telegraph Department the address was telegraphed free of charge. There seems, therefore, no reason why they should be objected to now when the address has to be paid for, as long as no question of misdelivery can arise and as long as no fancy names are manufactured.

I trust you will view this matter, which is of importance to the members of this Chamber, in the same light as my Committee and will withdraw the instructions under which Telegraph Masters in the interior are every now and then threatening to refuse delivery of telegrams bearing what they consider unregistered abbreviated addresses.—I have, etc.,

T. AGELASTO,
Vice-Chairman.

INDIAN TELEGRAPH DEPARTMENT.

No. 16728 T.

From—T. D. BERRINGTON, ESQ., M.I.C.E.,

DIRECTOR-GENERAL OF TELEGRAPHS,

To—THE CHAIRMAN, KARACHI CHAMBER OF COMMERCE.

CALCUTTA, 23rd February 1909.

SIR,—I have the honour to acknowledge receipt of your letter No. 71, dated the 6th instant, regarding the non-delivery of messages which are not fully addressed in the smaller towns and to point out that the object of registration is not, as your Chamber believe, to ensure the correct and speedy delivery of telegrams, this can be done much more effectually by insisting on a full address in every case, but in order to convenience firms and other frequent users of the telegraph. It is obvious, in the case of Foreign telegrams especially, that having one word registered which stands for the full address, must save the senders a considerable sum of money. In other words, Telegraph Companies and Departments lose a considerable revenue by this system of registered addresses, and it is only fair that the public who make use of it should pay for the privilege.

2. The Chamber appear to be under misapprehension also with regard to the registered address itself. The word registered does not only represent the full name, including initials of the addressee, but also his full address. That is the point. It is not initials which are required, "Sanday" or "Volkart" by themselves without initials would be delivered at once if the full address were given.

3. In order that the Chamber may know exactly the principle upon which we work in the matter of registration in the Indian Telegraph Department, I attached an extract from a circular lately issued by me on the subject, from which, I think, the Chamber will see that the rule is not unduly strained. It is left to the local Superintendent to decide whether an address fulfils the conditions of an unregistered address or not.—I have, etc.,

(Sd.)
Director, Traffic Branch.

Extract from Circular Memorandum, dated the 7th of January 1909, from the Director, Traffic Branch, to all Divisional Superintendents, Sub-Divisional Officers and Heads of Departments and Combined Offices.

The extracts from the Circular Memorandum referred to, quoted in the margin, give a definition of an insufficiently addressed telegram. All that is required is an intelligent application of the principles. It is not possible to lay down hard and fast lines, because what may be a sufficient address in one station may be inadequate in another. A responsible officer should decide in each doubtful case of message whether the address is sufficient or not. The peons must be assumed to possess average intelligence and knowledge of the town in which they work, and therefore in all cases in which to effect delivery this local knowledge has to be supplemented by enquiries or reference to Directories, etc., if the telegram is insufficiently addressed. No addressee, be he well known or otherwise, has the right to obtain the benefits of a registered abbreviated address, unless he pays for it. Therefore, the address of any individual or firm should not be recorded unless the fee for the registration of an abbreviated address has been paid.

Para. 5.—"The address given should contain all the particulars necessary to ensure the delivery of the telegram without search or enquiry."

Para. 8.—"Every other telegram should, as a rule, bear a full and sufficient address such as should admit of its being handed to the peon for delivery without supplemental instructions, verbal or written, and without reference to Directories or reference books."

No. 221.

KARACHI CHAMBER OF COMMERCE.

KARACHI, 27th March 1909.

The DIRECTOR-GENERAL of TELEGRAPHS,

Calcutta.

SIR,—I beg to acknowledge receipt of your letter No. 16782-T of the 23rd ultimo from which it appears that the object of the Telegraph Department in now demanding that well known Firms should register an abbreviated address even in small up-country towns, is not to ensure the correct and speedy delivery of telegrams, but to avoid the loss of a "considerable revenue," which might accrue to the Department, were everybody forced to register an abbreviated address.

The Committee have given this matter their careful consideration, and they beg to enquire if the Telegraph Department now claim the right of refusing the delivery of telegrams to addressees who are perfectly well known, whose names have not been in any way changed, and to whom telegrams have been correctly delivered for years past, unless such addresses now register an abbreviated address?

My Committee venture to think that it is the duty of the Telegraph Department to deliver telegrams as heretofore to all Firms (whether one or more, or no abbreviated address (es) be registered) provided that:—

(1) The name of the firm has not been in any way changed (the mere omission of an initial, or "& Co." or "Bros." or a part of a name, such as "Forbes, Forbes" for Forbes, Forbes Campbell & Co., Ld., not being treated as a change); and

(2) No other firm or person, or society of the name telegraphed be resident in the place to which the telegram is addressed.

My Committee trust that you will be able to see the matter in the same light and will withdraw instructions under which up-country Telegraph Masters have threatened to refuse delivery of telegrams to addressees well known to them, because such telegrams have borne what the Telegraph Masters regard as abbreviated address.—I have, etc.,

M. de P. WEBB,
Chairman.

INDIAN TELEGRAPH DEPARTMENT.

No. 786-T.

The CHAIRMAN, CHAMBER OF COMMERCE,
Karachi.

CALCUTTA, 21st April 1909.

SIR,—With reference to your letter No. 221, dated 27th of March 1909, I have the honour to explain that we constantly have trouble, chiefly no doubt at the bigger towns, but also at times at smaller ones, and especially in the cold weather, when there are many people

travelling in India, owing to messages being received for travellers addressed to their surname with no other description, and these names have sometimes been registered by local firms. Messages are also received for persons already resident in a place, but little known and not accustomed to receiving many messages, and their messages are consequently delivered first to a firm of the same name, who may or may not have registered the name. It is not fair to any one that their messages should be delivered to a firm, because the latter is better known, and for this reason, the Telegraph Department insists either on a full address or a registered abbreviated one, which shall not be a private name.

2. In the case of a few firms, no doubt, the surname they use is an uncommon one ; but in the first place, it is constantly found that names are not so uncommon as has been supposed, and persons with the same name do appear and ask if any telegrams have been received for them, and complain if they have been delivered to a firm for whom they are not intended ; and in the second place, it cannot be right that firms with uncommon names should be allowed to get telegrams delivered to them with unregistered addresses, while firms with commoner names have to pay. There is only one rule that can be just to all, and that is that everybody who avails himself of an incomplete address should pay for it.

3. There is no question of the Department claiming the right of refusing the delivery of telegrams to addressees who are perfectly well known to them, but experience has shown, as explained above, the necessity for insisting on all abbreviated addresses being registered ; and we trust the Chamber will now assist us by asking all their members to assist us by complying with the request.

4. In every case where firms now register addresses in accordance with this request, or change their present abbreviated addresses for ones that are not proper names, the Department will undertake to deliver messages to them by the addresses under which thay have been accustomed to receive them up to the end of this year.—I have, etc.

(Sd.)
Director, Traffic Branch.

KARACHI CHAMBER OF COMMERCE.

KARACHI, 16th June 1909.

No. 414

The SECRETARY TO THE GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

Simla.

SIR,—I have the honour to invite your attention to what appears to my Committee the arbitrary and uncalled for action of the Director-General of Telegraphs in instructing his Department to refuse the delivery of telegrams to addressees who are perfectly well known to the local telegraph offices, unless such addressees now register abbreviated addresses.

So far as Members of this Chamber are concerned, no complaints have been made of incorrect or late deliveries of telegrams by the Telegraph Department, although at Karachi itself and at up-country stations, such telegrams have been addressed in an abbreviated form (such as "Ralli" for Ralli Bros., "Sanday" for Sanday Patrick & Co. for a great many years.

On the part of the Telegraph Department, it is urged the "full address" is necessary in order to enable a telegram to be delivered. It is not initials which are required—"Sanday" or "Volkart" by themselves would be delivered at once "if the full address were given"—(*vide* Director-General of Telegraphs' letter of 23rd February to this Chamber, copy enclosed).

My Committee submit with all respect that this reason for forcing the public to register abbreviated addresses is altogether untenable. In most towns in India, the names of streets, numbers of houses, &c., are not known to most of the local residents themselves. The offices of the leading merchants, however, such as "Rallis", "Grahams", "Volkarts", "Sandays", "Clements", "Forbes", &c., are very well known to local residents (including telegraph peons), and to refuse the delivery of telegrams so addressed on the grounds that the addressees cannot be found, unless the telegram is addressed "Donald Graham & Co.", "Volkart Bros.", "Sanday Patrick & Co.", &c., with detailed address attached is, I submit, obviously absurd.

Nor does the argument of the Director-General of Telegraphs that a cold weather tourist of the name of Graham or Forbes, &c., might suffer inconvenience, because in passing through some obscure station in, say, the Chenab or Jhelum Colony, a telegram addressed "Graham" might be delivered to Messrs. Donald Graham & Co's office instead of to the hypothetical "globe trotter" carry much weight with my Committee. The idea that the mercantile community, who are one of the principal users of the Indian telegraphs, should annually have to pay many thousands of rupees in registration fees in order to ensure the speedy delivery of a possible telegram to a stray traveller, seems preposterous, especially when it is considered that such an eventuality could only occur if the travellor's telegram also gives no initials or address.

The correspondence exchanged between the Director-General of Telegraphs and the Chamber (copies enclosed) leads my Committee to the conclusion that the meaning of the present demand for the registration of abbreviated addresses (at small up-country villages) is not the facilitating of the delivery of telegrams regarding which there has not been the slightest difficulty that I am aware of, but rather the addition to the revenues of the Telegraph Department of the proceeds of the fees which the registration of an abbreviated address involves.

My Committee are of opinion that this method of engineering a very small additional revenue for the Telegraph Department is troublesome and undesirable, and they beg therefore that you will kindly give the matter your attention.

The Director-General of Telegraphs makes it a great point that the registration of addresses is for the benefit of the public, and my Committee consider that this is the correct view to take. It should be left to the public to consider whether they wish to avail themselves of the benefits of registration, or run the risk of a delay in the delivery of a telegram which does not give the full address. A firm like Ralli Brothers or Volkart Brothers may well expect that telegrams addressed "Ralli" or "Volkart" which have been delivered to them for the last 50 years should be continued to be so delivered, and it seems to my Committee altogether beyond the rights of the Director-General of Telegraphs to arbitrarily withhold such telegrams for which he has collected charges and every telegraph peon knows well where to deliver.

My Committee recognise that contractions of names or the actual abbreviation of one name or fancy address should be registered, but they are very strongly of opinion that where the unaltered name of a firm is telegraphed and no other person of that name is resident in the town to which the telegram is addressed, a registration fee should not be insisted upon, and they, moreover, contend that, if in such cases, registration is necessary, it would be necessary for by far the greater number of telegrams passing through the Indian Telegraph Offices as the telegraphing of initials, streets and numbers of houses will only in very isolated cases be resorted to. Every addressee runs the risk connected with an insufficiently addressed article whether sent by post or wire.

My Committee consider that the position taken up in this matter by the Director-General of Telegraphs is most arbitrary and absolutely uncalled for, as it has not been shown that any change is needed or that any inconvenience has been suffered. The Director General's arbitrary action can only be prompted by a desire to create an additional revenue from a section of the public, whom it should be his special desire to serve ; and in the interests of trade my Committee express the hope that you will be able to use your influence and to induce the Director-General of Telegraphs to adopt the views I have above expressed.—I have, etc.,

H. P. ROBSON,

Vice-Chairman.

TELEGRAM Dated 13th July 1909.

From—The CHAIRMAN, KARACHI CHAMBER OF COMMERCE.

To—The SECRETARY TO THE GOVERNMENT of INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

Simla.

REFERENCE to Chamber's letter of 16th ultimo, Committee are informed that deliveries of telegrams to addressees well known to the Department are now to be withheld owing to the omission of the terminations " & Co.", " Brothers " etc. Chamber are strongly of opinion that under Rule 24 of the Telegraph Guide the arbitrary withholding of delivery in such circumstances to addressees well known to the Telegraph Department is irregular and intolerable.

Members of the Chamber are quite unable to ensure that telegrams shall be addressed to them by senders, frequently Indian, in any specially required form, and must urge that the Telegraph Department should deliver all telegrams regarding which there can be no doubt as to the addressees. The omission to deliver telegrams must lead to very serious troubles.

No. 5233—153.

GOVERNMENT OF INDIA,

DEPARTMENT OF COMMERCE AND INDUSTRY,

SIMLA, the 26th July 1909.

(TELEGRAPHS).

H. T. ROBSON, ESQ.,

VICE-CHAIRMAN, CHAMBER OF COMMERCE,

Karachi.

SIR,—In continuation of Mr. Rainy's letter No. 4396-153, dated the 19th June 1909, I am directed to reply to your letter No. 414, dated 16th June 1909, in which attention is invited to the instructions issued by the Director-General of Telegraphs, whereby the delivery of insufficiently directed telegrams is refused to addressees who are well known, unless abbreviated addresses are registered. The Committee of the Chamber consider the position taken up by the Director-General is arbitrary and uncalled for, and request that the instructions may be withdrawn.

2. The question of ensuring that telegrams are sufficiently addressed was considered by the Government of India in the course of last year; and I am to explain, for the information of the Chamber, the general policy which, after mature deliberation, was adopted. For many years a practice had prevailed by which telegrams with wholly insufficient addresses had, nevertheless, been delivered to commercial firms and other persons who neglected to register abbreviated addresses. The practice caused inconvenience to the public, for in many cases telegrams were misdelivered, were only delivered after considerable delay, or were not delivered at all, and in recent years the extent of non-delivery had attained considerable proportions; it caused inconvenience and expense to the Department which had to send numerous free service messages regarding such

telegrams and had often to send them out for delivery several times; and it deprived the Department of fees to which it was legitimately entitled, for many persons were enjoying the benefit of an abbreviated address without paying for it. The Government of India decided that this state of affairs should not be allowed to continue. Telegrams are paid for at a word rate, and the Telegraph Depratment does not undertake to consult Directories or to supplement in anyway the address given by the sender; if the address given is insufficient, then the Department does not guarantee that the telegram will be delivered. The Government of India, therefore, approved of departmental instructions being issued by the Director-General of Telegraphs, that in future full addresses should be insisted on in all cases where advantage was not taken of registration of address. And in the revised telegraph form a notice was prominently printed "Please give full address."

3. The Government of India having laid down the above principle for the guidance of the Telegraph Department, they are unable to agree to any distinction being made merely, because the name of a person or firm happens to be generally known. It is impossible for the Department to give preferential treatment to any particular firm by reason of its having an uncommon name, as would be the case, if it undertook to deliver telegrams addressed "Volkart," but held back telegrams addressed "Cooper" or "Forbes." And the attitude of the Director-General in declining to make such distinction and in holding that no addressee, be he well known or otherwise, has the right to obtain the benefit of a registered address, unless he pays for it, is in the opinion of the Government of India correct. The above considerations obviously apply with the greatest force in larger towns, where the delivery of telegrams with insufficient address is often an impossibility. In the smaller up-country towns the difficulty is admittedly not so great. In their case also, as streets and houses are sometimes not named or numbered, the giving of a full address is not always possible. But the experience of the Department in the past has shown that even in such places the identity of the addressee is frequently not beyond dispute, and it has been considered necessary to lay down a general rule that additional particulars should be furnished for the guidance of the Delivering Office. The Department is, therefore, right in asking either that the full name of the firm should be given, or that

some occupational or other description should be given, if only a single word is given for the name.

4. The Government of India are unable to reconsider the decisions at which they arrived after fully investigating the conditions which had hitherto obtained in the matter of insufficiently addressed telegrams. As has been already remarked, it was impossible to allow the Department to be burdened with the large amount of additional work rendered necessary, because of the tendency to cut down addresses. The rule laying down that a full address should be given in all cases where advantage was not taken of registration had to be brought into force; and the Government of India trust that your Chamber will recognise that, in carrying out this rule, the Director-General cannot make distinctions. To prevent all possible difficulty, the Director-General has invited firms which largely use the telegraph to register their addresses. And if this course is followed, the Department will make every effort to deliver a telegram believed to be intended for the firm, even if the address given differs from the particular word which has been registered.

5. It remains to notice the point taken in your telegram, dated the 13th July, with regard to Rule 24 of the Telegraph Guide, and your reference to the registration of addresses being made a source of additional revenue to the Department. As regards Rule 24, I am to explain that the obligation to accept a telegram, even though bearing insufficient address, is one of the regulations of the International Telegraph Convention. But the obligation is confined to acceptance and transmission *only*, and it is clearly stipulated in the Indian Telegraph Guide that insufficiently addressed telegrams are accepted at the sender's risk. All counter clerks have instructions to point this out to senders of messages, and the notice on the telegraph form, to which allusion has already been made, inculcates the giving of a full address.

6. With regard to the charge for registration, I am to refer the Chamber to the reasons set forth in paragraph 2 above, which led the Government of India to adopt the measures about which complaint is now made. Considering the reduction which has been recently made in the charges for Express telegrams, of which commercial firms make the greatest use, the Government of India must hope that their action in the matter of enforcing registration of address at the

trivial fee of Rs. 10 per annum, does not lend itself to the supposition that it is their policy to levy an unwarrantable tax on the commerce of the country.—I have, etc.,

B. ROBERTSON,
Secretary to the Government of India.

No. 771 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 20th August 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Karachi.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 4th inst., with its enclosures, regarding the non-delivery by the Telegraph Department of telegrams alleged to be insufficiently addressed.

My Committee have carefully perused your correspondence with the Director-General and with the Government of India, and they have had the advantage, just lately, of discussing the matter with the Hon'ble Mr. Harvey and Mr. Newlands.

It seems to my Committee that the difficulty arose in the first instance, through some well known firms in your city, objecting to register their addresses at up-country stations.

Several other issues arising out of this objection are referred to in the correspondence and the original difficulty appears to my Committee to have thus become unduly magnified.

The request of the Government of India that firms should register addresses, if they desire to receive telegrams under abbreviated addresses does not seem to be an unreasonable one. The intention appears to be that the holder of an uncommon or well known name shall not receive preferential treatment, and from the point of view of the interests of the general public, this contention is a fair one.

It appears also that an uniform system is most desirable from the point of view of efficient working, and this being so my Committee feel that Government should not be hampered in their organisation by objections of the nature now put forward; for it must be admitted when the question is considered in its general aspects that the recent reduction in the cost of telegraphing is a great boon to the

Commercial Community and the public generally, and that the much greater rapidity with which messages are now despatched and received is an improvement in working of a very substantial nature.

My Committee do not doubt that the Department will always do its best to deliver messages, even if insufficiently addressed, and they do not think that any nervousness need be felt on this ground, but if those who use the wires constantly will not fall in with a regulation which appears to be reasonable and advisable, some pressure is necessary to enforce compliance.

Ample notice appears to have been given of the necessity for registration, and whilst my Committee strongly object to telegrams to well known addresses being actually stopped in delivery, they feel that Government would be justified in imposing a penalty on those who seek to obtain such preferential treatment.

My Committee, however, are unanimously of opinion that the cost of registering addresses might be on a graduated scale according to number, or that at 2nd and 3rd class stations up-country, a nominal yearly fee of Rs. 2 or Rs. 3 only might be charged.

This view has been strongly urged upon the Hon'ble Mr. Harvey, and to this extent my Committee are prepared to join in a joint representation to Government.

On the general grounds raised in your correspondence my Committee regret they cannot see their way to join with you in a protest to the Government of India.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
KARACHI, 24th September 1909.
No. 628 OF 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

Delivery of Telegrams.

DEAR SIR,—I am directed to acknowledge receipt or your letter of 20th ultimo, replying to this Chamber's letter of 4th August on the above subject.—Yours faithfully,

E. L. ROGERS,
Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 17th September 1909.

No. 1390 OF 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 775 of 27th August I am directed to forward for your information the accompanying copy of the marginally noted letter upon the question of insufficiently addressed telegrams.—Yours faithfully,

Letter No. 1377-1909, dated 15th September 1909, from the Bengal Chamber of Commerce to the Director-General of Telegrephs.

D. K. CUNNISON,
Assistant Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 15th September 1909.

No. 1377 OF 1909.

The DIRECTOR-GENERAL OF TELEGRAPHS.

SIR,—I am directed to acknowledge the receipt of your letter No. 11227-T, dated 5th August 1909, on the subject of the non-delivery of insufficiently addressed telegrams.

2. The Committee of the Chamber have attentively considered the letter, and also the enclosed copy of a communication from the Government of India, Department of Commerce and Industry, to the Karachi Chamber of Commerce. They have also had before them other correspondence which has passed between that Chamber and your Department. As they made clear to you in their previous letter, they have always been and still are of opinion that care should be taken by senders of telegrams to see that a proper and sufficient address is given. They also consider that firms and individuals, who use the telegraph largely, should register abbreviated addresses. But at the same time they seriously question the wisdom of the action which the Department has recently taken, and which appears to them to amount in practice to something very like compulsory registration. They do not advocate preferential treatment for well-

known firms or individuals; but they think that the Department should deliver every message, however it may be addressed, if there is no reasonable doubt as to the addressee.

3. It is understood that the contention of the Department is that to take this course would be to give a preference to well known firms and individuals, who would thus have all the advantages of a registered address, without paying for it. The Committee of the Chamber greatly doubt if such a preference would ever be objected to by those receivers of telegrams who are not well-known in the locality where they reside. But on general principles, it is of course of importance that there should be equality of treatment for all users of the telegraphs. To ensure such is difficult, and the method which the Department has adopted certainly appears to operate harshly as against well known addressees. After fully considering the whole question, the Committee of the Chamber are inclined to suggest the adoption of a proposal which has been made, they believe, by the Madras Chamber of Commerce. This is that a delivery charge should be levied by the Department on insufficiently addressed messages. In other words that such messages should be always delivered when the addressee is known, but that he should be charged a small fee on account of the address not being in conformity with the rules of the Department. It is not anticipated that serious exception would be taken by any section of the community to the adoption of this proposal, and it has at least the merit of ensuring that no message, the addressee of which is known to the Telegraph Office, would remain undelivered. The fee would not of course he levied in the case of telegrams insufficiently addressed, but intended for firms or individuals with registered addresses. For the main object of its introduction would be to secure equality of treatment as between registered and unregistered receivers of telegrams.

4. The Committee venture further to suggest that the fee for registration should be on a graduated scale, according to the number of addresses registered by any particular firm or individual. They also think that a nominal yearly fee of perhaps Rs. 2 or Rs. 3 would be sufficient at second and third class up-country offices.—I have, etc.,

H. M. HAYWOOD,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 22nd September 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 774, dated 27th ultimo, I am directed to hand you herewith copy of a letter addressed by this Chamber to the Secretary to the Government of India, Department of Commerce and Industry, on the subject of insufficiently addressed telegrams.—Yours faithfully,

A. SHAKESPEAR,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE.
CAWNPORE, 21st September 1909.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,—I am directed by my Committee to address you on the subject of the enforcement of the letter of the Rules relating to addresses on telegrams lately introduced by the Director-General of Telegraphs.

In the opinion of my Committee, the use of addresses which would in England be regarded as insufficient, has not its origin in the majority of cases in a desire to cheapen the cost of a message, but arises from conditions peculiar to a country in which precise addresses are, outside the Presidency Towns, not generally known, sometimes not even to occupiers of the houses themselves. It follows that under the new interpretation of the rules a very large number of private persons must be cut off from telegraphic communication altogether since those desiring to send telegrams have no means of ascertaining even the initials of the addressee.

It has been represented to the Chamber that in cases of illness or other calamity, most serious consequences might conceivably arise from a failure on the part of the Telegraph Department to effect

delivery of telegrams containing the only known particulars of the addressee's name and residence and the delivery of which, until for the recent ruling, could invariably have been depended upon.

There can be no doubt that the long distances in India and the consequent delay involved in the use of the Postal Service, render telegrams a greater necessity than is the case in the United Kingdom. The principle followed by the Postal Department of delivering letters wherever possible, which has contributed in no small degree to the popularity of the postal service is especially desirable in the case of telegrams.

In this connection, I am to suggest that the sufficiency or otherwise of an address varies under different conditions. A telegram to a firm or person with a peculiar name may for that reason alone be quite sufficiently addressed for all practical purposes, while a telegram containing no fewer particulars, but despatched to a person with a name in common use must be regarded as insufficiently addressed. Again an address which would admit of no doubt whatsoever in Cawnpore or any other Mofussil station might be quite insufficient if despatched to a Presidency Town.

Having regard to the wide and divergent interpretations that may be put on the term "insufficiently addressed," my Committee are of opinion that it is dangerous to put into the hands of subordinate telegraph officials a discretion for the exercise of which their position does not fit them. Moreover, it has been alleged that malpractices on the part of subordinate officials in their dealings with Indians desiring to make use of telegraphic facilities are by no means unknown, and the procedure now in force seems to offer additional facilities for the exercise of oppression by withholding telegrams on the plea of insufficient address.

On broad grounds my Committee regard as retrograde the departure from the procedure under which the telegraphic communication has become widely and rapidly popular amongst all classes of the public, and they would respectfully ask that, at the least, a more liberal interpretation of the rules should be permitted.

My Committee are further of opinion that it would be desirable to introduce some modification in the charge for registering an

abbreviated address to meet the case of firms and companies having branches established at different places ; and I am to suggest that for additional registration of the same cypher, a charge of Rs. 3 should be levied.—I have, &c.,

A. SHAKESPEAR,
Secretary.

No. 839 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 1st October 1909.

The SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY,
Simla.

SIR,— My Committee have been favoured with a copy of a letter addressed to the Government of India by the Upper India Chamber of Commerce, Cawnpore, on the subject of insufficiently addressed telegrams, explaining clearly the hardship and even danger of authorising telegraph officials to withhold what in their opinion is an insufficiently addressed telegram. My Committee trust Government will shortly be issuing a statement explaining the position they are taking up in this matter, for they feel that in no circumstances should a message remain undelivered if there is any possibility of discovering the addressee, though it is admitted that for an insufficient address a penalty might reasonably be imposed.

2. In a recent interview with the Hon'ble Mr. Harvey and Mr. Newlands, the Committee were informed that the Telegraph Department would always use its best endeavours to deliver messages even if insufficiently addressed. My Committee were pleased to have this assurance ; but as there seems to be still considerable doubt in the public mind as to what constitutes " a sufficient address ", my Committee would be obliged if Government would give some indication of their interpretation of this phrase in case of non-registration.

3. My Committee would also like to know if any orders have yet been issued to the effect that on no account is a telegram to be held back, if an addressee can be found, and whether any action is being taken as regards a reduced cost for registration up-country. On this

latter point my Committee at the said interview with the Hon'ble Mr. Harvey and Mr. Newlands suggested that the cost of registering addresses might be on a graduated scale, according to number, or that at 2nd and 3rd class stations up-country, a nominal yearly fee of Rs. 2 or Rs. 3 only might be charged. The suggestion was favourably commented on, and it is hoped some such arrangement will shortly be adopted.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 8032—153.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

TELEGRAPHS.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIMLA, the 25th October 1909.

SIR,—I am directed to acknowledge the receipt of your letter No. 839, dated the 1st of October 1909, regarding the treatment by the Telegraph Department of telegrams bearing an insufficient address. You ask that further information may be supplied as to the interpretation. Much discussion has taken place on this question in the course of the past two months, and letters from some of the principal Chambers of Commerce and Trades Associations have been laid before the Government of India containing the views of these bodies on the whole subject. The Government of India have carefully considered these representations, and I am now to communicate to you the general conclusions at which they have arrived on the various suggestions that have been made.

2. In paragraph 2 of my letter to the Karachi Chamber of Commerce, No. 5233—153, dated the 20th July, the situation which had arisen consequent on the increasing tendency to curtail addresses and the difficulties with which the Telegraph Department was in consequence confronted were set forth. From the criticisms which have been passed on the orders that were then issued, the Government of India consider that a certain amount of misconception exists as to

the functions of the Telegraph Department in respect of the delivery of messages. A staff of messengers is kept at each Telegraph office, who take out for delivery telegrams as they are received. If a messenger has to spend his time searching for an addressee, as has hitherto been too frequently the case, telegrams accumulate at the Telegraph office, and the whole system of delivery is thrown out of gear. The case of the Post Office is different ; a postman, as he goes round his beat, can make enquiries about a doubtful address without inconvenience or delay in his work. But when telegrams have to be dealt with which are sent out individually as received, it is obvious that rapid delivery, such as the improved transmission of messages over the wires demands, cannot be effected, so long as the delivery staff is constantly having to search for addressees whose whereabouts can only be ascertained by looking up Directories or by making enquiries in different localities of the place to which the message is addressed. It was this consideration which induced the Government of India to take up the subject of the addressing of telegrams and to insist on a closer observance of the rules in the Telegraph Guide.

3. For the purpose of the matter under discussion, the question of addresses on telegrams may be suitably considered according as the telegrams are for delivery to firms who largely use the telegraph or to persons who receive messages only occasionally. It was in connection with the former of these cases that the Government of India found it necessary to lay down that the full name of the firm should be given in the address or that the system of registration of an abbreviated address should be resorted to. In this respect I am to point out that no new departure was being made by the issue of these orders. Rule 32 (13) of the Telegraph Guide has been in force for many years, and it lays down that registration is essential in all cases of persons who frequently receive telegrams addressed to them by an abbreviated name—as is the case when a single name is used instead of the full designation of a firm—and that Telegraph officials can decline to deliver such telegrams if, after notice has been given, the address has not been registered. The view has been pressed upon the Government of India that a well-known firm has the right to have its telegrams delivered by reason of its identity with a particular name. This view the Government of India cannot accept. As stated in paragraph 3 of my letter to the Karachi Chamber of Commerce, the Telegraph Department cannot give

preferential treatment to any particular firm by reason of its having an uncommon name. The practice which has been allowed to grow up, notwithstanding the rule in the Telegraph Guide which has been quoted, has given an undue advantage to certain firms as compared with others who registered their addresses, and the former cannot complain if this inequality is removed. The Telegraph Department cannot discriminate between particular firms, and the Government of India must maintain the principle that either an abbreviated address should be registered or, in the alternative, that the full name of the firm or particulars of address or occupation should be given.

4. The Government of India have in this connection considered the question of a reduction of the rate at present charged for the registration of an address, in the case of firms with places of business at several centres. The annual charge for registration is now Rs. 10, a rate which is much below what is charged in other countries, being about three-fifths of the rate in the United Kingdom and two-fifths of the rate charged on the Continent of Europe. In view of the lowness of the existing rate, the Government of India have decided that the fee of Rs. 10 should remain in force when the number of addresses registered is 10 or under, for the second 10 addresses the fee will be reduced to Rs. 5, and for any number of addresses over 20, the fee will be Rs. 3.

5. I am now to turn to the second of the cases mentioned in paragraph 3 of this letter, namely the case of persons who do not regularly receive messages and who cannot be expected to register an address. The directions on this subject in the Telegraph Guide, to which a reference is particularly requested, are contained in Rules 25, 26 and 27. These lay down that the address must contain all the particulars necessary to ensure the delivery of the telegram without search or enquiry. For large towns the name of the street and the number of the house must be given, or in the absence of these particulars, the profession of the addressee or any other relevant information. Even for small towns, the name of the addressee must, if possible, be accompanied by additional particulars to guide the office of destination in effecting delivery. On the 11th of February last the Director-General of Telegraphs issued a notice which was posted at all Telegraph offices in India, stating that an address consisting only of the name of the addressee and place of destination without further indication of the identity of the addressee would be

considered as failing to satisfy the conditions laid down in the Telegraph Guide, and that no special effort would be made to effect delivery of a telegram so addressed.

6. The action that was eventually taken upon this notice, with a view to enforcing better compliance with the rules, gave rise to much public comment, and it appeared that in particular places too strict an interpretation was being put upon the instructions that no special effort would be made to effect delivery. The Director-General of Telegraphs accordingly at the beginning of September enjoined the exercise of greater discretion in carrying out the rules, and directed that in small towns, to which Rule 27 applies, delivery should not be withheld of telegrams intended for persons about whose identity there could be no doubt. And in the case of less well known persons, if the address gave any indication of identity, besides the surname, reasonable endeavours should be made to deliver. The Government of India consider that these instructions sufficiently meet the requirements both of the public and the Telegraph Department in this troublesome matter. It is for the public to assist the Department by reasonable compliance with what is required in coping with a difficulty which seriously interfered with the rapid despatch of telegraph business. And the Telegraph Department will undertake delivery so long as no doubt can exist as to the identity of the addressee, and no special search or enquiry is necessitated in contravention of Rule 25.

7. A suggestion has been made that instead of reporting as undelivered telegrams which do not contain a sufficient address, a fee should be charged for delivery to be recovered from the addressee. The Government of India are unable to see their way to the adoption of this course, and they believe that the orders which have been issued make it unnecessary to further consider the matter. In the case of firms with registered addresses, delivery will be undertaken even if the address differs from that which has been registered. In the case of persons who do not regularly receive messages, telegrams sent to large towns must be properly addressed. If they are not, the Telegraph Department could not in any case ensure delivery. In the case of such person living in small towns, if the addressee is well known or if the address contains particulars which are likely to lead to delivery, the Department will endeavour to deliver. If the

address is insufficient, even according to these conditions, the simplest plan is to inform the sender who can then advise further particulars. The Government of India consider that the prescription of a penalty on insufficient addresses, such as has been proposed, would only lead to further controversy, and they believe that the attention which has now been called to the necessity for furnishing the Telegraph Department with proper addresses on telegrams and the orders which have been issued for the exercise of discretion in advising non-delivery, will accomplish all that is desired, and that it is unnecessary to complicate the question by introducing a condition which might lead to further misunderstanding.—I have, etc.,

B. ROBERTSON,
Secretary to the Government of India.

APPENDIX K-5.

ABBREVIATED EXPRESSIONS THAT MAY BE USED IN THE TEXT OF TELEGRAMS.

INDIAN TELEGRAPH DEPARTMENT.

NOTICE.

According to the former rules in the *Indian Telegraph Guide*, the abbreviations R.S.V.P., F.O B., C.F.I., C.A.F., S.V.P., V.P.P., M.O., A.M. and P.M. only, when written as *rsvp, fob, cfi, cif, caf, svp, vpp mo, am* and *pm* were accepted as single words, but from 1st October 1909, the rules have been altered to admit of abbreviated expressions which are intelligible at the office of origin to pass as single words in the *text* of telegrams, at the rate of five characters, or fraction thereof, to a word.

2. Specimens of commercial marks and recognised groups of letters, which may be accepted as abbreviated expressions, at the rate of five characters or fraction thereof to a word, are given below. The abbreviated expressions referred to will only be entitled to pass as groups of letters in the *text* of telegrams, and not in the *address*. For example, the expression which may pass as a single word in the *text* when written as *Kcie*, should be written in the *address* as KCIE when it will be charged for as so many separate words

3. In order to pass as an abbreviated expression, the letters forming the expression should be written in a single group as *RMR* or *rmr* and not as R.M.R. or r.m.r. When the letters are written separately they will be charged for as so many separate words.

4. Expressions such as O&RR (Oudh and Rohilkhand Railway) and E&OE (Errors and omissions excepted) cannot be admitted as single words as the insertion of the symbol " & " can only be counted and charged for as equivalent to the separate word " and." Similarly the expression " Cif&c (Cost, Insurance, Freight, etc.) would be counted as two words, " &c " being counted separately, being equival ent to " etc " or " etcetera."

Specimens of Commercial marks and recognised groups of letters which may be charged for as abbreviated expressions in the text of telegrams at the rate of five characters, or fraction thereof, per word.

Abc	Names of Codes.
Aone	
A/C *or* O/A	On account of.
AR	All risks.
AAR	Against all risks.
A/S	Account sales.
B/E *or* BE	Bill of Exchange.
BHP	Brake horse power.
BS	Balance sheet.
BTU	Board of Trade unit.
BWG	Birmingham Wire gauge.
CC	Chief Commissioner.
CD	Cum dividend.
CF	Cost and Freight.
CFC	Cost, Freight and Commission.
CIFC *or* CFCI ...	Cost, Insurance, Freight, Commission.
CIFCI	Cost, Insurance, Freight, Commission and Interest.
CIE	Companion of the Indian Empire.
COD	Cash on demand.
CP	Charter party.
D/A *or* DA	Documents on acceptance.
D/C	Deputy Commissioner.

D/D *or* DD	Day's date, Days after date, or Demand draft.
D/O *or* DO	Delivery order or Demi-official.
DLO	Dead Letter Office.
D/P *or* DP	Documents on payment.
D/S *or* DS	Days Sight or Days after Sight.
DT	Delivery terms.
D/T	Delivery telegram.
DTS	District Traffic Superintendent.
DV	*Deo Volente.*
EG	*Exempli gratia.*
EX	Out of.
Exdiv. *or* XD	Ex. Dividend.
Exg	Ex. Godown.
FAA	Free all average.
FAS	Free alongside or Free alongside Steamer.
FAQ	Fair average Quality.
FBH	Free Bombay Harbour.
FCH	Free Calcutta Harbour.
FCS	Free capture and seizure.
FIH	Free in Harbour.
FIG	Free in Godown.
FKH	Free Karachi Harbour.
FMH	Free Madras Harbour.
FO	Firm offer.
FOR FR *or* ORF ...	Free on rail.
FPA	Free particular average.
FRS	Free Railway Station.
GI	Government of India.
H/F	Hooghly Free.
HP	Horse power.
Ie	*Id est.*
IHP	Indicated horse power.
KCIE	Knight Commander of the Indian Empire.
L/C *or* LC	Letter of Credit.
LG	Lieutenant-Governor.
L/G	Letter of Guarantee.
LT	Landed terms.

M/S *or* MS	Months Sight or Months after Sight.
NB	*Nota Bene.*
Od *or* O/D	On demand.
Ohms	On His Majesty's Service.
ORR	Owner's risk rate, or Oudh and Rohilkhand Railway.
PA	Political Agent or Personal Assistant.
P/A	Power of Attorney.
PI	Policy of Insurance.
P/L	Profit and Loss.
P/N	Promissory note.
Pp	*per* procuration, or Pages, or Printed Pages.
Ps	Postscript.
PWD	Public Works Department.
Qrs	Quarters.
BBCI	Names of Railways.
BNR	
EIR	
EBSR	
GIPR *or* GIP ...	
IMR	
MR	
NGSR	
NWSR *or* NWR ...	
ORR	
RMR	
SIR	
SMR	
Rcn	Railway credit note or Railway consignment note.
Rp *or* Rpp	Reply prepaid.
RPM	Revolutions per minute.
RRR	Railway risk rate.
R/R *or* RR	Railway Receipt.
SDP	Shipping documents against payment.
S/O	Shipping Order.

SS	... ...	Steam-ship.
BISN	... ...	Steamer Companies.
IG	... ...	
MM	... ...	
TIB	... ...	Trimmed in Bunkers.
TLO	... ...	Total loss only.
TT	... ...	Telegraphic Transfer.
UK	... ...	United Kingdom.
USA	... ...	United States, America.
WA	... ...	With average.
WPA	... ...	With particular average.
XH	... ...	Ex-harbour.
XQ	... ...	Ex-Quay.
Xst	... ...	Ex-store.

SIMLA, 7th October 1909.

T. D. BERRINGTON,
Director-General of Telegraphs.

APPENDIX K-6.

CLOSING OF TELEGRAPH OFFICES.

INDIAN TELEGRAPH DEPARTMENT,
BOMBAY, 29th January 1909.

No. 13180.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to inform you that under the re-organization scheme recently introduced, it is the policy of the Government of India to only keep one or at most two Telegraph Offices in large Cities, open after midnight. This ruling has been carried into force in Bombay, as an experiment, from the 10th instant, and since then letters have been received from Native merchant representing the inconvenience experienced owing to the Pydhonie and Kalbadevi Telegraph Offices closing at midnight. They point out that as the cotton market closes at 1 A. M., the seed market at 11-39 P. M. and the silver market at 11 P. M. they suffer inconvenience owing to the early closing of the Telegraph Offices named.

2. I shall be thankful if you will kindly enquire and let me know if the statement as regards the closing of the markets named is correct, and why it is necessary to close them so late.—I have, etc.,

H. MAYSTON,
Superintendent, Bombay Division.

CHAMBER OF COMMERCE,
BOMBAY, 19th February 1909.

No. 142 OF 1909.

The SUPERINTENDENT, BOMBAY DIVISION,
TELEGRAPH DEPARTMENT, BOMBAY.

SIR,—I am directed to acknowledge receipt of your letter No. 13180 of the 29th January enquiring whether it is considered necessary for business purposes to keep more than one Telegraph Office open in Bombay after midnight.

In reply, I am to explain that a good deal of business is dependent on telegraphic information from the United Kingdom and Foreign Countries; and as some of these messages do not arrive till a late hour, replies cannot always be sent before midnight.

My Committee, therefore, consider that besides the General Telegraph Office, one other Telegraph Office in some central part of the town, preferably at Pydhonie, should remain open for night work. They suggest that this extra Office might at first, as an experimental measure, be kept open only up to 2 a. m. (Standard Time) as, they think it possible that night work will not extend beyond that hour.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

INDIAN TELEGRAPH DEPARTMENT,
BOMBAY, 20th February 1909.

No. 14153.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 142, dated 19th February 1909, and to state that the Director

General of Telegraphs has now been asked to allow the Pydhonie Telegraph Office to be kept open till 2 A. M. as an experimental measure, as recommended by your Chamber.—I have, etc.,

H. MAYSTON,
Superintendent, Bombay Division.

APPENDIX L-1.

QUARTER-ANNA STAMPS.

SUGGESTED SUPERSCRIPTION FOR POSTAGE AND REVENUE.

THE GRAIN MERCHANTS' ASSOCIATION,
BOMBAY, 16th January 1909.

No. 22/1965.

THE SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I have the honour to inform you that contrary to law ignorant merchants persist in the use of four quarter-anna unified postage stamps to make up the duty of one anna on the Hundies payable at sight. If, owing to such use, the hundies be not accepted, they are returned as dishonoured, and so the credits of both the drawers and payers are at stake. Although no such instance of return has been brought to the notice of my Committee, instances in which, owing to the ignorance of the acceptors, hundies bearing four quarter-anna unified postage stamps have been retired as properly stamped, have come to light. It is thus possible that the holders of the hundies, the payers and the payees thereof all labour under ignorance and may come under the clutches of the law. This ignorance is, my Committee think, due to the legalised use of two half-anna unified postage stamps. Copies of a letter addressed to the Superintendent of Stamps and his reply thereto are annexed herewith.

My Committee are of opinion that the Government should be moved to either legalise the use of quarter-anna unified postage stamps or prohibit the use of half-anna unified postage stamps to make up the duty of one anna payable on documents requiring to be stamped under the Indian Stamp Act.

I am, therefore, directed to invite the opinion of your body on the subject, which, I hope to receive early.—I have, etc.,

LALSHANKER HARPRASAD,
Secretary.

No. 20-214/1965.

THE GRAIN MERCHANTS' ASSOCIATION,
BOMBAY, 7th January 1909.

THE SUPERINTENDENT OF STAMPS,
Bombay.

SIR,—I am directed to lay before you the following question, and to solicit the favour of your early reply thereto.

"Whether four quarter-anna stamps or two half-anna stamps can be used upon Hundies."

It is reported that Merchants enforce the payee to put one anna stamp on the Hundie before payment, and refuse to pay the Hundie on which four quarter-anna stamps are affixed, while the payees assert the legality of these stamps, and in case of non-payment return the hundies as dishonoured. Hence much confusion sometimes arises.

The members, therefore, desire me to request you to promulgate and publish explicit orders in Vernaculars on the subject.—I have, etc.,

LALSHANKAR HARIPRASAD,
Secretary.

GENERAL STAMP OFFICE,
BOMBAY, 8th January 1909.

THE SECRETARY, THE GRAIN MERCHANTS' ASSOCIATION,
Bombay.

SIR,—Referring to your letter, dated 7th instant, I have the honour to state that there is no objection to the use of two half-anna

unified Postage Stamps to make up the duty of one anna payable on any document. Quarter anna postage stamps cannot be used for denoting duty payable on documents requiring to be stamped under the Indian Stamp Act.—I have, etc.,

BALKRISHNA WASSOODEW PANDOORANG,
Assistant Superintendent of Stamps.

No. 72 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 28th January 1909.

The SECRETARY to GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—It has been brought to the notice of my Committee that on paying the stamp duty of one anna on hundies payable at sight, a practice prevails of using indifferently a stamp of the value of one anna, two of half-anna or four of a quarter-anna each.

2. The use of the last denomination appears, however, to be illegal, as the Government Notification on the subject, No. 5300, Simla, 21st September 1905, lays down that the adhesive stamp or stamps used to denote the duty of one anna shall bear the word "'One-anna' or 'Half-Anna'", but no mention is made of the quarter-anna stamp. And further, it has been noticed, that the one anna and half-anna stamps are superscribed for both revenue and postage, while the quarter-anna is for postage alone.

3. From the above, it would appear that it has hitherto been the intention of Government that the quarter-anna stamp should not be used for revenue purposes, but no adequate reason is assigned for this arbitrary distinction.

4. The quarter-anna stamps are now very extensively being used all over India, more especially since the general adoption of the quarter-anna post card. These stamps are, therefore, more easily available to the general public than stamps of larger denominations; and it is feared they are as a consequence frequently used in ignorance of the law to pay duty on hundies and other such documents.

5. To forbid their use for such purposes and thus lead to unconcious offences against the law is, it is felt, a hardship that should be remedied. With this object in view, my Committee suggest that Rule 14 of the Stamp Act should be so further amended as to include the quarter-anna stamp, which should henceforth be superscribed for both revenue as well as for postage.—I have, etc.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE ROGERS,
Secretary.

No. 1473 OF 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 10th February 1909.

THE CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 72, dated 28th January 1909, containing proposals for the amendment of No. 14 of the Rules under the Indian Stamp Act and for the superscription of quarter-anna stamps for both postal and revenue purposes, and to state that it will be laid before Government.—I have, etc.,

H. B. CLAYTON,
Acting Under-Secretary to Government.

No. 3289 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 1st April 1909.

THE CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—In continuation of my letter No. 1473, dated 10th February 1909, I am directed to state that your representation regarding the superscription of the quarter-anna stamp for both postal and revenue purposes and the amendment of No. 14 of the Rules under the Indian Stamp Act to that effect has been forwarded to the Government of India.—I have, etc.,

H. B. CLAYTON,
Acting Under-Secretary to Government.

Stamps.

Proposals for the amendment of No. 14 of the Rules under the Indian Stamp Act and for superscribing quarter-anna stamps for both postal and revenue purposes, negatived.

No. 5201.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 28th May 1909.

Letter from the Government of India, Department of Commerce and Industry (Post Office), No. 3045-3046-39, dated 28th April 1909 :—

"I am directed to acknowledge the receipt of your letter No. 3288,* dated the 1st April 1909, addressed to the Secretary to the Government of India in the Finance Department, forwarding representations from the Chamber of Commerce and the Millowners' Association, Bombay, in which it is suggested that quarter-anna stamps should be superscribed for both postal and revenue purposes.

"2. In reply, I am to say that when in 1905 unified postage and revenue stamps of the values of one anna and half an anna were substituted for postage stamps of the same value, the question whether similar action should not be taken in the case of quarter-anna stamps also was fully considered. It was decided, however, that it would not be advisable to do so, and to this decision the Government of India adhere. The unification of the quarter-anna stamp is not, in their opinion, necessary, for half anna and one anna stamps are available at all places where stamps of any other denomination can be procured. Further the use of these stamps for revenue purposes would be extravagant, because several stamps would have to be used instead of one or two only.

"3. For the reasons stated above, the Government of India regret that they are unable to accept the suggestion made by the Chamber of Commerce and the Millowners' Association, Bombay."

RESOLUTION.—Copies of the letter from the Government of India should be forwarded to the Officers and Associations concerned for information.

H. B. CLAYTON,
Under-Secretary to Government.

* Not printed.

To

The Commissioner, N. D.,

The Commissioner, C. D.,

The Commissioner, S. D.,

The Commissioner in Sind,

All Collectors, including the Collectors and Deputy Commissioners in Sind,

The Superintendent of Stamps, Bombay,

The Superintendent of Stamps, Karachi,

The Political Department of the Secretariat,

The Chairman, Chamber of Commerce, Bombay,

The Secretary, Millowners' Association, Bombay.

CHAMBER OF COMMERCE,
BOMBAY, 10th June 1909.

THE SECRETARY, GRAIN MERCHANTS' ASSOCIATION,
Bombay.

DEAR SIR,—Referring to your communication of the 16th January last, regarding the use of four quarter-anna postage stamps in making up the duty of one anna on hundies, I am to inform you that my Committee addressed Government on the subject advocating the the superscription of quarter-anna stamps for both postal and revenue purposes.

A reply has now been received from Government stating that they are unable to accept the suggestion of the Chamber. They consider the unification of the quarter-anna stamp unnecessary, because the half-anna and the one-anna stamps are available at all places where stamps of other denominations are procurable. Further they are of opinion that the use of the quarter-anna stamps for revenue purposes would be extravagant, as several stamps would have to be used instead of one or two only.

My Committee, however, think the change advocated by the Chamber would have been a convenience to the general public, and they therefore intend to bring the matter to the notice of Government again at the earliest favourable opportunity.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 66-291/1965.

THE GRAIN MERCHANTS' ASSOCIATION,
BOMBAY, 30th June 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am desired to acknowledge receipt of your favour No. 230 of 10th June 1909, *re* superscription of quarter-anna stamps for both Postal and Revenue purposes.

My Committee desire me to express their thanks to you and your Committee for taking up the matter. At the same time, they express their regret for the way in which the Government have viewed the subject.

My Committee are strongly of opinion and so are several other Chambers of Commerce in India that the change advocated is necessary. The argument of the Government that the use of the quarter-anna stamps for Revenue purposes would be extravagant, as several stamps would have to be used instead of one or two only, is a bad one, because they have superscribed half-anna stamps for Postal and Revenue purposes.

In Bombay the Native mercantile community make their payments after sunset, and at such times the proper stamps are not procurable, and then only the merchants think of such unification of stamps. Again the merchants and/or their clerks are under the impression that as half-anna stamps can legally be used for Revenue purposes, the use of quarter-anna stamps is likewise legal, and they do not care to see the superscription on these stamps. Even the undersigned had his attention drawn to the superscription when he took up the question. As it would be a retrograde policy to abolish the use

of half-anna stamps for Revenue purposes, even if it be found a little extravagant, it is, in the interest of public convenience and facility, of utmost importance that quarter-anna stamps should be superscribed both for Postal and Revenue purposes. My Committee are of opinion that the Government will not be so short-sighted as to ignore public convenience and facility under the lame excuse of being a little extravagant.

My Committee feel most thankful to you for your assurance that your Committee intend to bring the matter to the notice of Government again at the earliest favourable opportunity.—I am, etc.,

LALSHANKAR HARPRASAD,
Secretary.

APPENDIX L-2.

VALUE PAYABLE POST.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 20th September 1909.

THE SECRETARY, CHAMBER OF CFMEMERCE,
Bombay.

DEAR SIR,—I am directed to enclose a copy of a representation bearing to-day's date, which has been forwarded to the Director-General of the Post Offices in India, on the subject of the new regulations introduced for the payment to senders of sums collected by the Post Office under the value payable system. My Committee trust that their representations will receive your support.

A copy of the circular, dated 23rd August 1909, issued by the Post Master, Cawnpore, describing the new regulations is attached for reference.—Yours faithfully,

A. SHAKESPEAR,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 20th September 1909.

THE DIRECTOR-GENERAL OF THE POST OFFICE IN INDIA,
Simla.

SIR,—The attention of the Committee of this Chamber has been drawn to certain regulations which have been recently issued under your orders to govern the payment of amounts recovered through the value payable system.

In order to avoid the conveyance of cash, heretofore the Post Office has been in the habit of paying the proceeds recovered from addressees by a consolidated cheque delivered at the residence or place of business of the payee against the latter's signature.

It has now been prescribed that payees must sign a form of receipt presented by the Postman who will then return to the Post Office and when the receipt has been countersigned by the Post Master, payees may obtain payment in cash or currency at the Post Office.

An endeavour is made to remove some of the inconvenience involved in this procedure by permitting the endorsement of the receipt to a Bank for the purpose of collection. In such cases the receipt would be returned by the Postman, who takes it to the Post Office and the amount would be paid to the Manager of the Bank when the list is presented as receipted by him. The value of this concession is negatived by the fact that it is understood that Banks have declined to collect proceeds in this manner for their clients.

In the first place I am directed to point out that the procedure now introduced appears to be in direct contravention of the Post Office regulations.

Clause 136 states that, when the amount of a value payable parcel is recovered from the addressee, the sum for payment to the sender will be remitted to him by means of a money "order." The rules governing the payment of money orders clearly contemplate payment at the payees' premises. Clause No. 261 (I) lays down that "the payment of money order will ordinarily be made at the address of the payees on his signing the money order and acknowledgment and returning them to the Postman," Clauses 258, 259 and 263 all support this view.

I am further to point out that apart from the very serious inconvenience involved, the new system results in actual loss to merchants, since it is quite impossible in practice to obtain payment and pay proceeds into their Bankers within Banking hours, so in each case a day's interest is lost.

In the absence of any explanation of the reasons which have led to the adoption of the regulations now under criticism, it would appear that the rules are only intended to abolish the payment of a consolidated cheque—a system introduced for the convenience of the Post Office. The sender of an individual value payable parcel will still receive payment at his residence or office of the amount of the money order. This means that the large merchant on whom the system to a great extent depends for its success is placed at a serious disadvantage.

The value payable system was certainly intended to be a convenience to trade and the manner of its administration in the past has been so satisfactory to both sender and addressee that its popularity has steadily increased.

Under the new system the value of the system to manufacturers and merchants will be very materially reduced.

The schedule of fees for the collection of sums under the value payable system ranges from 1·25 per cent. to 1 per cent—a very substantial charge it is considered for the service rendered. No reason, my Committee observe, is given for requiring senders of value payable articles to themselves undertake work formerly the business of the Post Office.

I am to say that in the opinion of the Committee of this Chamber the new regulations are most irksome and inconvenient, that they constitute both a direct and an indirect tax on trade, and that they are of a retrograde nature.

My Committee trust that in the light of the above representation, the former system, which was found to work smoothly and well, may be resumed.—I have, &c.,

A. SHAKESPEAR,
Secretary.

Copy of letter, dated 23rd August 1909, from the Post Master Cawnpore.

It has been decided by the Director-General of the Post Office of India to discontinue the system of issuing consolidated cheques in payment of money orders. All money orders intended for you will be entered, just as at present, in triplicate lists separately for each Circle of Audit and the duplicate of each list will be delivered to you with money orders.

2. On delivery of the lists to you by postman, you will kindly sign the receipt attached to the duplicate copy of each list and make it over to the postman. After the money orders are examined in your office, the coupons and intimation portions should be detached as is done now, and the money order forms should be returned to this office with the original copy of each list duly receipted by you and the total value of the money orders entered in the list will then be paid. If the list is endorsed to a Bank, it will be returned through the peon who brings it to this office and the amount will be paid to the Manager of the Bank, when the list is presented duly receipted by him. The duplicate of each list should be retained by your office for its use.

3. You will kindly direct your office to carefully examine the list to see that all the money orders entered in it are actually intended for you, and that if it is found that any of the money orders are not intended for you, entries regarding them should be struck out and the total of the list corrected accordingly.

No. 844 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 1st October 1909.

THE SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 20th September, together with a copy of a representation made by you to the Director-General of Post Offices in India on the subject of the new regulations introduced for the payment to senders of sums collected by the Post Office under the Value Payable System.

In reply, I am to say that from inquiries made it appears the change of procedure has been introduced to facilitate Post Office Audit arrangements. The Trades Association here has taken the matter up with Government, and my Committee are awaiting further information on the whole subject.

I am also desired to ask you to be so good as to favour this Chamber with a copy of the Director-General's reply to your representation, and if then any further action is necessary my Committee will be glad to give the matter their best consideration.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 2ND November 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—With reference to your letter No. 844, dated 1st ultimo, I beg to hand you herewith, for your information, extract from minutes of a meeting held on 16th October last, to meet Mr. W. F. Cockell, Deputy Director-General of the Post Office in India, in connection with the new rules regarding the payment of amount recovered through the Value Payable System.—Yours faithfully,

A. SHAKESPEAR.
Secretary.

Extract from minutes of a meeting held on 16th October 1909, to meet Mr. W. F. Cockell, Deputy Director-General of the Post Office in India.

The Chairman having welcomed Mr. Cockell, the question of the new procedure introduced in Cawnpore in connection with the payment of value payable money orders was discussed. Mr. Cockell read a circular issued by the Presidency Postmaster in Calcutta, in which the reasons for the abandonment of payments by consolidated cheque were given. In this circular, it was explained that the matter had been complicated by the Sub-Division of the Circle Audit Office, formerly existing into four separate offices, and that the enormous

increase in the number of Money Orders to be dealt with under the Value Payable System rendered the continuance of the existing procedure impossible. It was explained to Mr. Cockell that the chief complaint put forward by the Members of the Chamber was the necessity that existed under the Cawnpore Postmaster's circular for the presentation of duplicate lists at the Post Office for payment. Mr. Cockell explained that the Post Master in Cawnpore had evidently misunderstood the meaning of the orders issued, and that while the consolidated cheque had been abolished it was entirely optional with recipients of the proceeds of Value Payable parcels, whether they were paid in notes and cash at the Post Office or at their own premises. This explanation removed the chief difficulty involved in the system recently introduced, and the discussion then turned on whether it would be possible to re-introduce payment by consolidated cheque in a modified form in preference to the delivery of cash. It was pointed out that in large concerns receiving considerable quantities of notes and cash, the time taken in counting, checking and recording might easily result in its being impossible to pay the money into the Bank on the same day, and it was suggested that while the lists might without difficulty be subdivided, so that there should be a list for the remittances to each Audit Office, the payment might still be made by one cheque, or if that were considered impracticable by as many different cheques as there might be Audit Offices concerned. The respective merits of the system of entering the amounts of different Value Payable Money Orders on one list or of presenting a separate paper for each Value Payable Money Order were then discussed, and the majority of those present favoured the continuance of the individual form, since this assisted the rapid allotment of the different payments to their respective accounts. Mr. Cockell promised that he would put the points that had been raised before the Director-General and would endeavour to secure payment by consolidated cheque ; but that, in any case, if remittances in the form of currency notes and cash were unavoidable, payment would be made at the payee's premises. As an incidental matter, it was mentioned that the numbers of the Post Office Value Payable slips were too frequently wrong, resulting in much difficulty in tracing accounts.

Mr. Cockell was asked whether the present period of ten days during which parcels are retained at Sub-Post Offices, could not be

extended, since delivery of parcels was very often not taken owing to the absence or transfer of the addressees. The difficulty lay mainly in the fact that in the majority of cases such parcels were returned to consignors as "refused," even when this was not the case; and this inaccuracy in the matter of the reason for non-delivery might easily result in friction between supplier and customer. Mr. Cockell pointed out that the extension of the period would involve an alteration in the Act, but that with regard to the inaccuracy complained of he felt sure that this would diminish as the officials became more expert.

APPENDIX **M-1.**

RULES FOR THE PROTECTION OF INLAND STEAM-VESSELS FROM DANGER BY EXPLOSION OR FIRE.

MARINE DEPARTMENT.

BOMBAY CASTLE, 5th November 1909.

No. 78.—The following draft of a notification which it is proposed to issue under the Inland Steam-vessels Act, 1884 (VI of 1884), is published as required by section 69 of the said Act for the information of persons likely to be affected thereby, and notice is given that the draft will be taken into consideration by the Governor in Council on or after the 3rd day of January 1910.

2. Any objection or suggestion which may be sent to the Secretary to Government, Marine Department, by any person with respect to the draft before the date fixed aforesaid will be considered by the Governor in Council.

Draft Notification.

In exercise of the powers conferred by section 50 of the Inland Steam-vessels Act, 1884 (VI of 1884), and in supersession of the rules published in Government Notification in the Marine Department, No. 125, dated the 16th December 1891, the Governor in Council,

with the previous sanction of the Governor-General in Council, is pleased to make the following rules for the protection of Inland Steam-vessels from danger by explosion or fire :—

Rules.

Conditions on which dangerous goods may be carried on an Inland steam-vessel.

1. Dangerous goods may be carried on board an Inland steam vessel on and subject to the following conditions :—

(*a*) It shall be the duty of the master of every Inland steam-vessel to keep a copy of sections 48 and 49 of the Act posted up in some prominent place therein.

(*b*) No person shall bring on board or move from an Inland steam-vessel any dangerous goods between sunset and sunrise, provided that petroleum may be brought on board or removed from an Inland steam-vessel between sunset and sunrise when electric light is exclusively used.

(c) Every person bringing on board any dangerous goods shall, if so required by the master or any officer of the vessel, deliver up the same to the master of the vessel for safe custody.

(*d*) No master of an Inland steam-vessel shall allow any dangerous goods to be carried on board thereof except in a separate compartment provided for the storage thereof and rendered inaccessible during the voyage to the crew and passengers.

(*e*) No person shall kindle or use any fire and no master or officer of an Inland steam-vessel shall permit any fire to be kindled or used on any flat or steam-vessel while any dangerous goods are being taken in or discharged.

(*f*) No master of an Inland steam-vessel employed as a coasting-vessel shall allow dangerous goods of the following descriptions to be carried on board thereof in excess of the quantities hereinbelow specified, that is to say :—

(1)	Explosives as defined in section 4, sub-section (*l*), clauses (*a*) and (*b*) of the Indian Explosives Act, 1894.	The quantities allowed in the case of a boat whilst carrying or plying for public passengers by Rule 12 of the Rules to regulate the Transport and Importation of Explosives published in the Notification of the Government of India in the Department of Commerce and Industry No. 4555-4, dated the 31st May 1907.
(2)	Petroleum as defined in section 2, clause (*a*) of the Indian Petroleum Act, 1899	5,000 gallons.
(3)	Sulphuric Acid... ...	500 ,,

(*g*) As regards explosives and Petroleum all the provisions of Rule 12 of the Rules to regulate the Transport and Importation of Explosives aforesaid and of Rule 14 of Part III of the Rules for the Importation, Possession and Transport of Petroleum in the Bombay Presidency published in Government Notification in the General Department, No. 2572, dated the 18th May 1909, shall apply respectively to explosives and petroleum carried on an Inland steam-vessel employed as a coasting-vessel.

2. Before an Inland steam-vessel proceeds on a voyage, it shall be the duty of the master and of every officer thereof to have its cargo, and the cargo of any flat which it is intended to tow, safely towed away, hay or other inflammable material being properly covered with tarpaulins or other sufficient protection.

Protection of cargo from danger by fire.

3. No person shall use a naked light of any description in the hold or on the cargo deck of any Inland steam-vessel. No person shall so use a

Provisions as to use of lights.

loosed light, except under the direction and supervision of an officer of the vessel.

Provisions as to fire.

4. No person shall make or use fire on board an Inland steam-vessel, and no master or officer of any such vessel shall permit the making or use of fire thereon, except in galleys or in regularly constructed fire-places.

Apparatus for extinguishing fires.

5. (1) The owner of every Inland steam-vessel shall provide and the master shall keep in efficient condition on board thereof the following apparatus for the purpose of extinguishing fire,

(*a*) Hose sufficient to reach from the engines of the vessel to her stern and taffrail.

(*b*) Fire-buckets in the proportion of not less than one for each of the crew.

(2) No master of an Inland steam-vessel shall proceed on a voyage, unless the apparatus required by this rule is on board in efficient working order and in a position available for immediate use.

Officer to have charge of fire engines.

6. The master of every Inland steam-vessel shall place an officer in charge of the fire-engines thereof. Such officer shall see that the fire-engines are always ready for immediate use.

Assignment of duties in case of fire.

7. It shall be the duty of the master of every Inland steam-vessel to assign to each of the officers and crew a station to take up in case of fire and the duties each is in such contingency to perform.

Punishment for breach of these rules.

8. Any person committing a breach of any of the foregoing rules shall be punishable with imprisonment for a term which may extend to six months or with fine which may extend to five hundred rupees, or with both.

9. The provisions of Rule 1 regarding the delivery of dangerous goods to the Master of a vessel for safe custody and the carriage of dangerous goods in a suitably constructed storage compartment shall not apply in the case of explosives carried in the form of samples and in charge of an Inspector of Explosives.

By order of His Excellency the Honourable the Governor in Council,

L. ROBERTSON,
Acting Secretary to Government.

APPENDIX M-2.

CERTIFIED COOKS ON BOARD STEAMERS.

No. 75/G OF 1909.

MARINE DEPARTMENT,
BOMBAY CASTLE, 9th February 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—With reference to my letter No. 530-G, dated the 9th November 1908, I am directed to forward herewith a copy of the correspondence noted in the margin on the subject of the arrangements to be made for the recognition of lascar cooks in the United Kingdom under Section 27 of the English Merchant Shipping Act, 1906; and to request that Government may be favoured with the views of the Chamber on the suggestion made by the Board of Trade that as an alternative to the establishment of schools of cookery in India, lascar cooks should spend a certain time on shore on arrival in the United Kingdom in going through a course of instruction at an approved cookery school.—I have, etc.,

Bombay Government Resolution No. 99, dated 17th December 1908.
Letter from the Government of India, No. 691-40, dated 20th January 1909, with enclosures.

R. E. ENTHOVEN,
Secretary to Government.

Merchant Shipping.

Arrangements to be made to secure that lascar cooks, who have two years' service as such prior to the 30th June 1908, should be able to produce their certificates of discharge in proof of this fact on arrival in the United Kingdom.

No. 99.

MARINE DEPARTMENT.
BOMBAY CASTLE, 17th December 1908.

Letter from the Chamber of Commerce, Bombay, No. 1110, dated 12th October 1908 :—

"I have the honour to address you on the following important subject in connection with the shipping trade.

"2. According to the Merchant Shipping Act of 1906, all foreign-going steamers leaving British ports and carrying European Officers, Quarter Masters or crews, are compelled to have a duly certified cook furnished with a Board of Trade certificate; or should the steamer carry native cooks, then the latter must have a two years' certificate of discharge showing that they have served in that capacity for the two years previous to 30th June 1908.

"3. Section 27 of the Merchant Shipping Act of 1906 states that a cook may become certified in three ways:—

(1) by obtaining a certificate from the Board of Trade; or

(2) by obtaining a certificate from some school of cookery approved by the Board of Trade; or

(3) by being the holder of certificates of discharge showing two years' service as cook prior to 30th June 1908.

"4. As the majority of steamers running between India and British ports carry native cooks, it is essential that the cooks should be provided with the necessary certificates, as, should they fail to produce these documents when preparing to leave a British port, they will be rejected by the Shipping Master or Board of Trade Officer and thus be thrown out of employment. As these men are all British subjects under the Indian Government, it is respectfully submitted that the Indian Government should take steps to institute arrangements whereby these cooks can be furnished with the necessary certificates to enable them to continue their employment in the steamers on which they are at present serving or obtain fresh employment.

"5. My Committee would, therefore, respectfully suggest that the Government of India should authorise the Shipping Masters at the various Indian ports to grant the necessary certificates to native cooks, at the time of signing them on the ships' articles, on the men producing either their discharge from previous steamers, or other acceptable evidence that they have served as cooks (not necessarily on board steamers), and are duly qualified to carry out the duties for which they are engaged. Arrangements should also be made with the Home Government, so that the certificates so issued in India will be accepted by the Board of Trade officials at British ports.

"6. My Committee earnestly hope that this suggestion will meet with the favourable consideration of Government; and that, in view of the urgency of the matter, remedial measures may be at once instituted in the interests of the native cooks and the shipping trade generally."

Government memorandum No. 506-G., dated 19th October 1908:—

"Referred to the Shipping Master, Bombay, for the favour of any remarks he may have to offer especially with reference to paragraph 5 of the letter."

Letter from the Shipping Master, Bombay, No. 1246, dated 22nd October 1908:—

"With reference to your No. 506-G., dated the 19th instant, enclosing a letter from the Chamber of Commerce, Bombay, for any remarks that I may have to offer, especially with reference to paragraph 5 of the letter with respect to the granting of the necessary certificates to native cooks, in pursuance of section 27 of the Merchant Shipping Act of 1906, I have the honour to remark as follows.

"2. Section 27, sub-section 2, of the Merchant Shipping Act of 1906, apparently only contemplates one grade of cook for service as 'ship's cook', and contains no provision or exception in favour of Indian cooks. Obviously, there will soon be a dearth of native cooks, whose certificates of service as chief cook, 2nd cook, or baker, will date from June 1906.

"3. All the cooks shipped from this port are Goanese, and it was decided under legal advice to Government in 1875 that they should be considered as natives of India as far as the Shipping Office is concerned.

"4. Unlike the majority of European cooks, Indian cooks from boyhood upwards get trained at *sea* as cooks. They first serve as scullions, afterwards as 4th, 3rd, 2nd, assistant cooks, and subsequenty as bakers, before they are ultimately engaged as chief cooks, the grades varying slightly in different passenger liners, some men signing as baker's mate or curry cook, etc., instead of 3rd or 4th cooks. A baker or 2nd cook of some passenger liner frequently obtains his first promotion to chief cook of a cargo vessel.

"5. Goanese as a class are proverbially good cooks on boardship, and my experience (a fairly large one at sea) is, that the majority of Goanese 2nd cooks could concede points in cooking to the average European cook carried in tramp or cargo steamers and sailing vessels; and I believe the same might be said of the native cooks shipped at Calcutta.

"6. I, therefore, consider that cooks should be recognised by the Board of Trade as eligible for the post of 'ship's cook' under the Merchant Shipping Act:—

(*a*) Any native 2nd cook or baker who possesses aggregate satisfactory certificates of service in these capacities covering two consecutive years in a passenger liner or ship holding a passenger certificate.

(*b*) Any native chief cook, who possesses satisfactory certificates of service covering two consecutive years, one of which shall have been as chief cook of a foreign-going Cargo steamer or sailing vessel, and one year as 2nd cook of a passenger liner or ship holding a passenger certificate.

"7. I am averse to schools of cookery being established in India for the qualifying of cooks for ships:—

(*a*) Such institution would, I submit, be costly, as men of standing and integrity would of necessity have to be employed to supervise and grant certificates, which otherwise might be obtained by a bribe or other underhand means.

(*b*) Native cooks being trained at sea from boyhood as cooks get the best possible qualification for rating as cooks, and cookery schools in India would be superfluous.

"8. I am of opinion that the certificates of service of native cooks should contain all their qualifications for duty *on* boardship, and that the granting of any *separate* certificate such as 'qualified for ship's cook, etc.', would be inadvisable and open to abuse. Certificates of service prove identity, and, to a very great extent, nationality too; if, therefore, on men qualifying for ship's cooks, their certificates of service were endorsed to that effect, nothing further should be necessary.

"9. With more particular reference to paragraph 5 of the letter from the Chamber of Commerce, an amendment to section 27 of the Merchant Shipping Act of 1906 *may* be required. I am of opinion that under certain conditions which might be laid down by Government [as per instructions of the Board of Trade *re* rating of A.B.'s (copy attached)]. Shipping Masters in India should be authorised to endorse certificates of service of such cooks being signed on articles of agreement in that capacity, it should be accepted as proof of their eligibility by the British officer concerned at any port they call at or at which they are left behind.

"10. The latter proviso appears necessary as in very many cases, native certificates of service are retained at the original port of shipment, on account of the numbers that went astray when seamen were transferred from ship to ship. For instance, the P. & O. retain the certificates of all their Bombay seamen in their Bombay office, and I have thousands of certificates deposited here.

"11. When Captain Hood of the Passenger Liner S. S. *Trafford Hall* arrived here, he told me of the procedure adopted at home *re* his chief cook's eligibility. Subsequent to receiving the letter under reference, I asked him to put the story in writing. His letter in original is attached, also a copy thereof for easier perusal as it bears on the subject of qualified ships' cooks from the master's point of view.

"12. No foreign-going ship carries less than two cooks if they are natives of India, and it certainly would be very hard lines, on a native chief cook if, after having given satisfaction during a voyage, say, from Bombay *via* the Cape to Great Britain, he should be deemed ineligible to leave a British port in even the *same* ship as chief cook (to all intents and purposes 'ship's cook'), unless he qualified at some school of cookery, for which there might be neither time nor opportunity. Naturally, if the master was obliged to engage a new cook, he would try to force the old cook ashore or reduce him for incompetency.

"Your memorandum No. 506-G., dated the 19th instant, with enclosure, is herewith returned."

Circular 1408.

Colonial 51.

BOARD OF TRADE,
MARINE DEPARTMENT,
May 1907.

Instructions to officers in British Colonies and Possessions abroad in regard to the Merchant Shipping Act, 1906.

(14) Section 58. Officers will observe that seamen, wherever engaged, cannot under this section be rated as A.B., unless they can show the service stated in section 126 of the Merchant Shipping Act, 1894, as amended by this section.

The service may be proved as stated in sub-section (2) of section 126 of the Act of 1894, or, when statement has been made on page 3 of a seaman's continuous discharge book by the Registrar-General of Shipping and Seamen or by a Superintendent of a Mercantile Marine Office in the United Kingdom to the effect that the seaman is eligible for the rating of A. B., such statement should be accepted.

Letter from the Master, S. S. *Trafford Hall*, to the Shipping Master, Bombay, dated the 20th October 1908:—

When the steamer *Trafford Hall* arrived at Newport, Monday last voyage (9th September), the European crew were discharged in the usual way, and then re-shipped again for the present voyage.

For the first time, the question of a qualified cook for the steamer was then put forward by the Deputy Shipping Master, and I suggested that as the steamer was a passenger steamer, with a native crew, and a full staff of cooks, there was no question of the cook's fitness for his work, as it could be proved by his continuous discharge.

There was nothing further done in the matter at Newport, so far as I am now aware. On the steamer's arrival at Birkenhead, the chief cook's discharge was produced before the Deputy Shipping Master there, who appears to have been satisfied with the man's record, as an endorsement was made at the foot of page 5 of the European articles, as follows—"qualified cook on lascar agreement," signed by the Deputy Shipping Master in the usual way.

The chief cook's discharge was returned to the steamer without any further endorsement, or anything to indicate that it had been subjected to official scrutiny for the purpose of proving the chief cook's qualifications, to enable the steamer to clear as required under the new regulations.

This, then, I presume will be repeated each time the new European crew is shipped at any home port, and may not always be accomplished with the facility of this particular instance, especially if any alteration of the date of the steamer leaving should arise.

The present state of affairs is very unsatisfactory from the ship master's point of view, and in my humble opinion, all cooks with a satisfactory record as such, should have their discharges officially proven and stamped accordingly at the Government Shipping Office, so that no question of the cook's fitness for his work may arise at the home ports where mixed crews are carried.

Letter to the Goverment of India, Department of Commerce and Industry, No. 529-G., dated 9th November 1908 :—

Letter from the Bombay Chamber of Commerce No. 1110, dated 12th October 1908.
Letter from the Shipping Master, Bombay, No. 1246, dated 22nd October 1908; with enclosures.

"I am directed to forward herewith for the consideration and orders of the Government of India copies of the papers noted in the margin regarding the grant of certificates to native cooks in pursuance of section 27 of the English Merchant Shipping Act, 1906.

"2. The Section quoted makes no exception in favour of Indian cooks. The majority of steamers running between India and British ports carry native cooks, and in order to prevent any difficulty regarding their re-employment on leaving a British port, it seems desirable that measures should be adopted to secure their recognition by the Board of Trade as eligible for the post of ship's cook under the Merchant Shipping Act. His Excellency the Governor in Council accordingly supports the proposals of the Shipping Master, Bombay, that native cooks holding the position of chief cook, second cook or baker, who have satisfactory certificates of service covering two consecutive years, should have their certificates endorsed to the effect that they are qualified for appointment as ship's cook, and that when

such cooks are signed on articles of agreement in that capacity, the fact should be accepted as proof of their eligibility by the British officer concerned at any port at which they call or at which they are left behind."

Letter to the Chamber of Commerce, Bombay, No. 530-G., dated 9th November 1908:—

"With reference to your letter No. 1110, dated the 12th October 1908, I am directed to state, for the information of the Chamber that the Government of India have been addressed with a view to measures being taken to secure the recognition of native cooks in steamers running between India and British ports as eligible for the post of ship's cook under section 27 of the English Merchant shipping Act, 1906."

Letter from the Government of India, Department of Commerce and Industry (Merchant Shipping), No. 10008—10012-40, dated 31st October 1908:—

"I am directed to forward copy of a Despatch, No. 115, Revenue, dated the 2nd October 1908, from His Majesty's Secretary of State for India, with enclosures, on the subject of the inability of lascar cooks to produce certificates of discharge showing that they possess sufficient service to qualify them for the purposes of section 27 of the Merchant Shipping Act, 1906.

"2. I am to ask that, with the permission of His Excellency the Governor in Council, steps may be taken to secure that lascar cooks, who possess two years' service as such prior to the 30th of June 1908, may be able to produce their certificates of discharge in proof of the fact, and that the Government of India may be furnished with a report at an early date showing the arrangements made to secure this object."

REVENUE No. 115.

INDIA OFFICE,
LONDON, 2nd October 1908.

To—His Excellency the Right Honourable the Governor General of India in Council.

MY LORD,—I forward, for the consideration of your Excellency's Government, a copy of a letter received from the Board of Trade

drawing attention to the inability of lascar cooks in a number of cases to produce certificates of discharge; and requesting that steps may be taken to secure that cooks possessing sufficient service to qualify them for the purposes of section 27 of the Merchant Shipping Act, 1906, shall, on arrival in the United Kingdom, be able to produce their discharges in proof of this fact.

2. I shall be glad to know what reply should be returned to the Board of Trade.—I have, etc.,

MORLEY OF B.

M.—20189.

BOARD OF TRADE,
MARINE DEPARTMENT, 7, WHITEHALL GARDENS, LONDON, S. W.,
11th September 1908.

THE UNDER-SECRETARY OF STATE,

INDIA OFFICE, S.W.

SIR,—I am directed by the Board of Trade to state, for the information of Viscount Morley, that since the 1st July last, the date on which section 27 of the Merchant Shipping Act, 1906, came into force, their attention has been called to a number of cases in which lascar cooks employed on merchant vessels have been unable to produce certificates of discharge showing that they possess the necessary service as cooks to qualify them for the purposes of the section.

In many of these cases, there has been reason to suppose that the lascar cook has, in fact, performed the service required, and that the inability to produce the necessary proof of his qualification has been due to the fact that his discharge certificates have been left in India. The Board accordingly desires me to suggest, for His Lordship's consideration, that in order to prevent any difficulty arising through the application of section 27 to vessels carrying lascar crews, steps should be taken to secure that lascar cooks possessing sufficient service to qualify them for the purposes of the section will on arrival in the United Kingdom be able to produce their discharges in proof of this fact.—I have, etc.,

WALTER J. HOWELL.

Letter to the Government of India, Department of Commerce and Industry, No. 555-G., dated 16th November 1908 :—

"I am directed to acknowledge the receipt of your letter No. 10008—10012-40, dated the 31st October 1908, suggesting that arrangements should be made for the production by lascar cooks at British ports of their certificates of discharge showing that they possess two years' service prior to the 30th June 1908, so as to qualify them for the purposes of section 27 of the Merchant Shipping Act, 1906.

"2. In reply, I am to invite attention to my letter No. 529-G., dated the 9th November 1908, submitting for consideration certain proposals in order to secure the recognition of Indian cooks as eligible for the post of ship's cook under the Merchant Shipping Act.

"In the opinion of this Government, the procedure suggested by the Shipping Master, Bombay, seems the most convenient that can be adopted; and I am to request that the Government of India may be moved to authorize its introduction."

Government endorsement, No. 557-G., dated 16th November 1908 :—

"Forwarded to the Shipping Master, Bombay, for the necessary action with an intimation that the proposals contained in his letter No. 1246, dated the 22nd October 1908, have been recommended to the Government of India, and that the orders of that Government on receipt will be communicated to him."

Letter from the Government of India, Department of Commerce and Industry (Merchant Shipping), No. 10882—40, dated 2nd December 1908 :—

"I am directed to acknowledge the receipt of your letter No. 556-G., dated the 16th Novermber 1908, on the subject of the arrangements to be made to secure that lascar cooks, who have two years' service as such prior to the 30th June 1908, should be able to produce their certificates of discharge in proof of this fact on arrival in the United Kingdom.

"2. In reply, I am to point out that your letter No. 529-G., dated the 9th November 1908, to which a reference is made in the letter under reply, deals with the question of the recognition of lascar cooks generally. The Government of India had, prior to the receipt of your letter of the 9th November, made a reference to the Board of Trade on the general question, which will receive further consideration when a reply from the Board is received.

"3. I am to request that in the meantime, the Government of Bombay will make such arrangements as may be convenient in order to give effect to the wishes of the Board as expressed in Sir Walter Howell's letter No. M.-20189, dated the 11th September 1908, which formed an accompaniment to the letter from this Department, No. 10008-10012-40, dated the 31st October 1908. It will be observed that what the Board desire is that steps should be taken to enable lascar cooks having two years' service as such prior to the 30th June 1908 to produce their certificates of service in proof of the fact.

"4. I am to ask that, with the permission of His Excellency the Governor in Council, the Government of India may be furnished with a report stating the arrangements which may be made in this connection."

RESOLUTION.—Copies of the foregoing correspondence with the Government of India should be forwarded to the officers concerned for information.

2. The Shipping Master, Bombay, should be requested to report at an early date what arrangements have been adopted to secure that lascar cooks, who have two years' service as such prior to the 30th June 1908, shall be able to produce their certificates of discharge in proof of this fact on arrival in the United Kingdom.

R. E. ENTHOVEN,
Secretary to Government.

To

The Shipping Master, Bombay,
The Commissioner in Sind,
The Chief Collector of Customs in Sind,
The Political Resident, Aden.

No. 691-40.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

(MERCHANT SHIPPING).

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,

MARINE DEPARTMENT.

CALCUTTA, the 20th January 1909.

SIR,—With reference to paragraph 2 of my letter No. 10882-40, dated the 2nd December 1908, I am directed to forward a copy of the correspondence noted in the margin on the subject of the arrangements to be made for the recognition of lascar cooks in the United Kingdom under Section 27 of the English Merchant Shipping Act, 1906.

Letter to the Secretary, Revenue and Statistics Department, India Office, No. 8374-40, dated the 10th September 1908.
Despatch from His Majesty's Secretary of State for India, No. 143-Revenue, dated the 4th December 1908 and enclosures.

2. The Government of India observe from your letter No. 529-G., dated the 9th November 1908, that His Excellency the Governor in Council agrees with the Shipping Master, Bombay, that it is inadvisable to establish schools of cookery in India for the purpose of issuing certificates of competency in cooking to lascars. In paragraph 6 of their letter No. M-23025, dated the 16th November 1908, the Board of Trade have suggested, as an alternative to the establishment of schools of cookery in India, that lascar cooks should spend a certain time on shore on arrival in the United Kingdom in going through a course of instruction at an approved cookery school. I am to request that the Government of India may be favoured with the views of His Excellency the Governor in Council on the suggestion made by the Board.—I have, etc.,

M. M. S. GUBBAY,

Under-Secretary to the Government of India.

No. 8274-40.

SIMLA, the 10th September 1908.

From—B. ROBERTSON, Esq., C.I.E., I.C.S.,

SECRETARY TO THE GOVERNMENT OF INDIA,
DEPARTMENT OF COMMERCE AND INDUSTRY.

To—The SECRETARY, REVENUE AND STATISTICS DEPARTMENT,
INDIA OFFICE, LONDON.

UNDER Section 27 (1) of the English Merchant Shipping Act, 1906, all foreign-going ships leaving ports in the United Kingdom are

required to carry a duly certificated cook, who is able to prove one month's service at sea in some capacity. Under sub-section (2) of the section, the cook must be the holder of a certificate of competency in cooking granted by the Board of Trade or by some school of cookery or other institution approved by the Board, or the holder of certificates of discharge showing at least two years' service as cook prior to the 30th June 1908. These provisions apply to vessels running between India and the United Kingdom when leaving ports in the United Kingdom.

2. As there are no schools of cookery or other institutions in India approved by the Board of Trade for the purpose of Section 27 (2) of the English Merchant Shipping Act of 1906, it follows that either the native cooks engaged in India and employed on such vessels must, unless they held the requisite discharge certificates qualify under the terms of that section in the United Kingdom, or the vessels concerned must, before leaving the Kingdom, engage other cooks who are duly qualified in place of the cooks arriving with the vessels from India. It has been represented to the Government of India that it may not be possible to secure sufficient certificated and competent cooks to satisfy the demands of all vessels and, moreover, a rigid enforcement of the law at British Ports would prevent native cooks from continuing their employment on vessels plying between India and the United Kingdom.

3. I am, therefore, directed to say that the Government of India would be glad to be informed, with the permission of the Right Honourable the Secretary of State for India, of the exact course which the Board of Trade intend to follow with regard to the application of Section 27 of the English Merchant Shipping Act, 1906, to the case of native cooks on board vessels running between India and the United Kingdom.

INDIA OFFICE, LONDON,
4th December 1908.

REVENUE No. 143.

TO HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

MY LORD,—In continuation of my Despatch of 2nd October 1908, No. 115-Revenue, and with reference to your Commerce Secretary's letter, dated 10th September 1908, No. 8374-40, I forward, for the consideration of your

Letter from the Board of Trade, dated 16th November 1908.
Letter from India Office, dated 2nd December 1908.

Excellency's Government, a copy of the correspondence noted in the margin on the subject of the certification of cooks under Section 27 of the Merchant Shipping Act, 1906.

2. I shall be glad to learn your views on the question raised in the letter of the Board of Trade.—I have, &c.,

MORLEY OF BLACKBURN.

MARINE DEPARTMENT,

7, WHITEHALL GARDENS,

LONDON S.-W., 16th November 1908.

No. M.-23025.

THE UNDER-SECRETARY OF STATE,

INDIA OFFICE.

SIR,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7th ultimo (No. R. & S. 2503) respecting the application of Section 27 of the Merchant Shipping Act, 1906, to vessels carrying lascar crews, and in reply to state, for the information of the Secretary of State for India in Council, that the question has already been carefully considered in consequence of a request made by the Liverpool Steam Ship-Owners' Association in November 1907 that such vessels might be exempted from having to carry a certificated cook.

It was then decided that, when the European proportion of the crew of a vessel was inappreciable, *i.e.*, consisted only of officers and members of the stewards department, the Board might properly exercise the dispensing powers conferred on them by Section 78 of the Merchant Shipping Act, 1906, and exempt the vessel from having to comply with Section 27. In all other cases, however, *i.e.*, when the quarter masters and petty officers are also of European nationality the Board are of opinion that the requirements of Section 27 should be complied with.

Since the 1st July last, the date on which Section 27 came into operation, a number of vessels, whose crews contained no Europeans except the officers and members of the stewards department, have been exempted from having to carry a duly certificated cook.

There have, however, been other cases in which the European proportion of the crew was such as did not, in the opinion of the Board, justify them in exempting the vessel and the native cook could not prove that he possessed the necessary qualifications. In such cases the Board have, up to the present time, refrained from taking any stringent action and have either contented themselves with cautioning the Master, or when there has been reason to suppose that the native cook had discharges in India showing that he had served for at least two years at sea as cook, have for the voyage in question accepted a statement to this effect.

It does not, however, seem possible to adopt this course permanently; and it is therefore very desirable that native cooks possessing the service required by section 27 should have their certificates of discharge with them when they come to this country or to a port within Home Trade limits.

This will, of course, only affect natives already possessing the necessary qualifications; and, in order to ensure an adequate supply of qualified lascar cooks in the future, it would appear necessary that the men should either spend a certain time on shore on arrival in this country in going through a course of instruction at an approved cookery school, or that schools should be instituted in India and approved by this Department for the purpose of issuing certificates of competency in cooking.

The Board will be glad to consider any suggestions which the Government of India may desire to make in this connection.

In approving schools of cookery in this country, the Board of Trade have had the assistance of the Board of Education, the Scotch Education Department and the Irish Department of Agriculture and Technical Instruction, who have inspected the schools and advised whether they may be properly approved for the purpose of section 27 and equal weight would, of course, be attached to similar recommendations made by the Educational Authorities in India. Paragraphs 4 and 5 of the accompanying Notice show the principal conditions which have been attached to the approval of Schools of Cookery in the United Kingdom.—I have, &c.,

WALTER J. HOWELL.

NOTICE.

RELATING TO CERTIFICATED COOKS FOR FOREIGN-GOING MERCHANT VESSELS.

On and after the 1st July, 1908, every British Foreign-going ship of 1,000 tons and upwards gross tonnage, going to sea from any place in the British Isles or on the Continent of Europe between the River Elbe and Brest inclusive, will be required, in accordance with section 27 of the Merchant Shipping Act, 1906, to carry a duly certificated cook.

In order to be deemed duly certificated within the meaning of the section, a cook must (*a*) be the holder of a certificate of competency in cooking, and be able to prove one month's service at sea in some capacity; or (*b*) be the holder of certificate of discharge showing at least two years' service as cook previously to the 30th June 1908.

The Board of Trade propose to approve schools of cookery for the purpose of granting certificates of competency and schools desirous of obtaining approval should make immediate application to the Board.

Schools of cookery approved by the Board will be liable to inspection from time to time, and the Board may at any time withdraw their approval if they consider that a school has fallen below the requisite standard of efficiency.

A certificate of competency will be granted to any candidate passing a satisfactory examination conducted by an approved school of cookery, provided the candidate is at least 18 years of age. The Board of Trade have caused a form of certificate of competency to be prepared, and no certificate issued in any other form will be recognised as valid.

Persons desirous of obtaining a certificate will, on application to the Superintendent of a Mercantile Marine Office, be furnished with the necessary particulars as to the steps which they should take.

Seamen who have performed two years' sea service as cooks, and who are therefore, as stated above, duly qualified for the purposes of section 27 without obtaining a certificate of competency, should take

care that they are in possession of satisfactory proof of their service when the section comes into force. In the absence of such proof, their service cannot be recognised.

A copy of section 27 is appended.

WALTER J. HOWELL,
Assistant Secretary.

M. 17953/1907.

MARINE DEPARTMENT.

BOARD OF TRADE, October 1907.

SECTION 27.

27.—(1) After the thirtieth day of June nineteen hundred and eight, every British Foreign-going ship of a thousand tons and upwards gross tonnage, going to sea from any place in the British Islands or on the Continent of Europe between the River Elbe and Brest inclusive, shall be provided with and carry a duly certificated cook who is able to prove one month's service at sea in some capacity.

(2) A cook shall not be deemed to be duly certificated within the meaning of this section, unless he is the holder of a certificate of competency in cooking granted by the Board of Trade or by some school of cookery or other institution approved for the purpose by that Board, or is the holder of certificates of discharge showing at least two years' service as cook previously to the said thirtieth day of June nineteen hundred and eight.

(3) The cook shall be rated in the ship's articles as ship's cook, or in the case of ships of not more than two thousand tons gross tonnage, or ships in which the crew, or the majority of the crew, provide their own provisions, either as ship's cook or as cook and steward.

(4) In the case of an emigrant ship, the ship's cook shall be in addition to the cook required by section three hundred and four of the principal Act.

(5) If the requirements of this section are not complied with in the case of any ship, the master or owner of the ship shall, if there is no sufficient reason for the failure to comply with the requirements, for each offence be liable on summary conviction to a fine not exceeding twenty-five pounds.

INDIA OFFICE, S. W.,
2nd December 1908.

R. & S.-3003.

The ASSISTANT SECRETARY, MARINE DEPARTMENT,
BOARD OF TRADE.

SIR,—I am directed to acknowledge the receipt of your letter M. 23025 of the 16th November 1908 on the subject of the certification of cooks under Section 27 of the Merchant Shipping Act, 1906.

I am to express Viscount Morley's thanks for the liberal spirit in which the Board of Trade are applying the section in the case of lascar cooks who have been unable to produce the certifiates of discharge required to qualify them under the Act. A copy of your letter will be forwarded to the Government of India for consideration, and a further communication will be addressed to you in due course.—I am, etc.,

A. GODLEY.

CHAMBER OF COMMERCE,
Bombay, 20th February 1909.

No. 146 OF 1909.

The SECRETARY to GOVERNMENT,
MARINE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowlege receipt of your letter No. 75 G., dated 9th February 1909, together with Bombay Government Resolution No. 99 of 17th December 1908, and Government of India letter No. 691-40 of the 20th January 1909, regarding the suggestion made by the Board of Trade, that as an alternative to the schools of Cookery in India, lascar cooks should spend a certain time on shore in the United Kingdom in going through a course of instruction at an approved cookery School.

2. In reply, I am to say that my Committee are not in favour of the above alternative, as they do not think the suggestion workable; and also consider that it would be an undeserved hardship on the said Indian Cooks, who from boyhood upwards get a practical training at sea in every successive grade of their profession.

3. My Committee, after careful consideration of the whole subject, support the Shipping Master, Bombay, whose proposals, they are of opinion, if given effect to, would simplify matters and meet all the necessary requirements of the case.—I have, etc.,

H. E. E. PROCTER,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX M-3.

CERTIFICATES OF COMPETENCY TO MASTERS AND MATES.

MARINE DEPARTMENT.

BOMBAY CASTLE, 22nd February 1909.

No. 9.—In exercise of the powers conferred by Section 10 of the Indian Merchant Shipping Act, 1859 (I. of 1859), the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following further amendments in the Regulations for the examination of masters and mates in the Mercantile Marine, published in Government Notification in the Marine Department, No. 89, dated 11th September 1901, as amended from time to time :—

1. In the preamble of the notification referred to, and in the said Regulations, for the words "Home Trade Passenger Ships" and "Home Trade Passenger Ship" wherever they occur, the words "Home Trade Ships" and "Home Trade Ship", respectively, shall be substituted.

2. In the said Regulations,

(*a*) for Rule 1, the following Rule shall be substituted, namely :—

"1. These Regulations are issued in pursuance of Act I of 1859.

By sections 9 and 10 of that Act, provision is made for holding examinations for the grant of certificates of competency and power is given to the Local Government to make rules for the conduct of such examinations and the qualifications of the applicants.

In accordance with section 13 of the same Act, no Foreign-going ship* or home trade ship of a burden exceeding 300 tons is allowed to go to sea from any port in India, unless the master and one officer, besides the master, have obtained and possess valid and appropriate certificates either of competency or service under that Act or under the Merchant Shipping Act, 1894; and whoever having been engaged to serve as master or mate, goes to sea as aforesaid as such master or mate without being at the time entitled to and possessed of such a certificate, and whoever employ any person as such master or mate without ascertaining that he is at the time entitled to and possessed of such certificate is, for each such offence, liable to penalty of five hundred rupees."

(*b*) the following shall be added as the second clause of Rule 86, namely:—

"Such certificate cannot be accepted as showing that a candidate for a certificate as master or mate possesses the required knowledge of First Aid, unless the certificate was obtained within three years of the date of the examination for the certificate as master or mate, and is an adult certificate (*i. e.*) was obtained when the candidate was not less than sixteen years of age)."

* By a "foreign-going ship" is meant one which is employed in trading between any port of the territories which are or may become vested in His Majesty by the Statute 21 & 22 Vic., c. 106, entitled "An Act for the better Government of India" and any port or place not in the said territories nor on the Continent of India, nor in the Straits Settlements nor in the Island of Ceylon and by a "home trade ship" is meant one which is employed in trading between any port of the said territories or between any port of the said territories and any port or place on the Continent of India or in the Straits Settlements or in the Island of Ceylon.

(*c*) for Rule 113 the following Rule shall be substituted, namely:—

"113. Officers of the Royal Navy are at liberty to apply for certificates of service and to be examined for certificates of competency in the Mercantile Marine, but the Lord Commissioners of the Admiralty have directed that the application of officers on the active list should be made through their Commanding Officers, and that the applications of Officers on half pay should be made to the Secretary of the Admiralty, who, in either case, will forward the application to the Board of Trade."

By order of His Excellency the Honourable the Governor in Council,

R. E. ENTHOVEN,
Secretary to Government.

CIRCULAR 1475.

Superintendents, 89.

BOARD OF TRADE,
MARINE DEPARTMENT,
October, 1909.

INSTRUCTIONS TO EXAMINERS AND NOTICE TO CANDIDATES.

EXAMINATION IN CHART.

On and after the 1st January 1910, all Candidates for Certificates of Competency as Second Mate of Foreign-going Ships or Mate of Home Trade Passenger Ships will, in addition to the present Chart questions for these grades, be required to answer in writing questions 6,7, and 8 as given in Appendix G. of the Regulations relating to the Examination of Masters and Mates in the Mercantile Marine (1904).

Candidates for Certificates of Competency as Only or First Mate will, in addition to the questions prescribed for Second Mate, be required to work a question in both Current Sailing and Reduction to Soundings (see § 36 (*d*) of the Regulations 1904), and all Candidadates for Certificates of Competency as Master or Only or First Mate

of Foreign-going Ships, and Master of Home Trade Passenger Ships, will be required to show proficiency in the method of fixing a ship's position by horizontal sextant angles, using a station pointer for plotting it on the Chart.

H. LLEWELLYN SMITH,
Secretary.

WALTER J. HOWELL,
Assistant Secretary.

CIRCULAR 1476.
Superintendents, 90.

BOARD OF TRADE, MARINE DEPARTMENT,
October, 1909.

EXAMINATION OF MASTERS AND MATES AND SKIPPERS AND SECOND HANDS.

INSTRUCTIONS TO EXAMINERS AND NOTICE TO CANDIDATES.

SIGHT TESTS.

On and after January 1st, 1914, the standard of Form Vision required by the Board of Trade will be raised. Candidates will then be tested with each eye separately, and will be required to possess full normal vision in one eye and at least half normal vision in the other.

No candidate who has obtained a certificate of competency before that date will be required to pass the higher standard on entering for a certificate of a higher grade, unless he wishes.

On and after November 1st, 1909, any persons serving or intending to serve in the Mercantile Marine or in Fishing vessels, may be tested by the higher standard; and any holder of a certificate of competency who passes the new test may have the fact of his passing endorsed upon his certificate.

Full particulars, both of the old and of the new standard, will be found in forthcoming additions of the Regulations relating to the Examination of Masters and Mates, and to the Examination of Skip-

pers and Second Hands, which can be obtained directly, or through any bookseller, from Messrs. Wyman and Sons, Ltd., Fetter Lane, London, E. C.; or Oliver and Boyd, Tweeddale Court, Edinburgh; or E. Ponsonby, 116, Grafton Street, Dublin, Price One Shilling and Three Pence, respectively.

H. LLEWELYN SMITH,
Secretary.

WALTER J. HOWELL,
Assistant Secretary.

APPENDIX N.

IMPROVEMENT OF WATERWAYS OF BOMBAY HARBOUR AND KONKAN COAST.

No. 4155 OF 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30th April 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 799, dated 10th July 1908, regarding the proposed improvements of certain ports on the Konkan Coast, I am directed to forward, for the information of the Chamber, a copy of a letter No. 4154, dated 30th April 1909, addressed by Government to the Bombay Steam Navigation Company, Limited.—I have, etc.,

H. B. CLAYTON,
Acting Under-Secretary to Government.

No. 4154 OF 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 30th April 1909.

TO—MESSRS. KILLICK, NIXON AND COMPANY,
AGENTS, BOMBAY STEAM NAVIGATION COMPANY, LIMITED,
Bombay.

GENTLEMEN,—With reference to your letter No. F-1074-6687, dated 15th June 1908, regarding the proposed improvement of cer-

tain ports on the Konkan Coast, I am directed to state that, as the initial and recurring cost of dredging operations will be very heavy, it is considered essential in the first instance that observations of the sea-currents and a complete survey of all the creeks should be made The Dirrector of the Royal Indian Marine has accordingly been requested to make arrangements for a survey of the Bankot Creek by the Indian Marine Survey Party, which is working this season from Ratnagiri to Dabhol, and to furnish a report on the feasibility of carrying out the proposed improvement. The Commissioner of Customs, Salt, Opium and Abkari has in the meanwhile been asked to prosecute inquiries as to the most suitable type of dredger for use in the Bankot and other creeks referred to in your letter, and to report on the cost of obtaining and maintaining two such dredgers. He has also been directed to consider the relative importance of the ports and the sufficiency or otherwise of the landing accommodation provided at them, and to prepare a prelimenary programme of the works required at each in the order in which they should be taken up.—I have, etc.,

H. B. CLAYTON,
Acting Under-Secretary to Government.

No. 433 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 13th May 1909.

The ACTING UNDER-SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 4155 of the 30th ultimo, together with copy of letter addressed by Goverment to the Agents, Bombay Steam Navigation Company, Ltd., regarding the proposed improvement of certain ports on the Konkan Coast.

My Committee are pleased to note the steps that are being taken in the matter; and I am to say that they will be glad if Government will favour them from time to time with further information on receiving the reports of the Director, R. I. M., and the Commissioner of Customs on the work now in hand.—I have, etc.,

J. B. LESLIE-ROGERS.
Secretary.

No. 10274 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 25th October 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with your letter No. 433, dated 13th May 1909, I am directed to forward, for the information of the Chamber, a copy of a letter from the Director, Royal Indian Marine, No. 4548, dated 15th July 1909, and to state that, for the reasons given therein, the Governor in Council has come to the conclusion that it is not advisable to undertake dredging operations in the Bankot Creek in the Ratnagiri District.—I have, etc.,

H. B. CLAYTON,
Under-Secretary to Government.

No. 4548.

R. I. M. DOCKYARD,
BOMBAY, 15th July 1909.

The SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT.

SIR,—In continuation of my letter No. 2587, dated 21st April 1909, I have the honour to inform you that the officer in charge Marine Survey of India spent nine days from April 24th to May 3rd in sounding over the bar at the entrance to the Bankot creek. A Chart with a tracing of the soundings taken is herewith forwarded; the soundings were reduced to the same datum as that used in the former survey of 1880; namely, ordinary Indian low-water springs. By placing this tracing over the existing Admiralty chart, it will be seen that the alteration of the X bar and river entrances has been exceptionally small during the 29 years which elapsed since the last survey was completed, and it is still possible to cross the bar with nine feet least water at low-water springs, the same depth as shown in the Admiralty chart. The best crossing for the bar now is about one cable north of the previous crossing, and the bar itself is about one cable to the eastward of its former position; the sand spit to the northward has been washed away to its extreme S. W. point about

one cable, and the southern sandbank has correspondingly extended about one cable to the N. Wd. Outside and inside the bar, as far as Bankot jetty, the soundings are to all intents and purposes, similar to those shown on the Admiralty chart, and the sand banks on either side of the river seem to have preserved their original shape and dimensions.

2. To dredge this bar so as to allow even the smallest steamers to cross at all states of the tide could only be carried out at enormous cost, if at all, as except in the finest weather it would be impossible for a dredger to work on the bar as very heavy breakers extend right across the bar, and during the S. W. monsoon, when no work would be possible, the bar will again silt up to its normal dimension.

3. At present in fine weather when the local passenger steamers are running, they anchor under the shelter of Hareshwar hill and get good protection from North-Westerly swells and are thus enabled to land their passengers in smooth water. There are comparatively few days in the year when it would be safe for one of these steamers to attempt to cross the bar even at high water.

4. Supposing, that at great expense the bar might be widened and deepened sufficiently to allow these steamers to enter the creek, it could never be imagined that Bankot could ever take any position as a Port, the space inside the river entrance being far too limited; and I can hardly imagine it could ever be worth a while spending immense sums on dredging operations merely to save the local passengers from Bankot crossing the river and walking round to Hareshwar Bay.

5. The currents are tidal and move with the direction of the river and at a speed of ¼-¾ knots at neap tides; the Officer in Charge Marine Survey of India had no opportunities of observing them at springs.

6. As the chart of 1880 is practically correct, except for the position of the bar and the extreme end of the sandbanks of each side of the river, a complete resurvey of the harbour and approaches would be a great waste of time of the Marine Survey of India, whose work is urgently required elsewhere, as from the nature of the river mouth the position of the shoals must be continually shifting. I should recommend Bankot be added to the ports mentioned in

Government of India Marine Department letter No. 993, dated 4th November 1897, and such small corrections as are from time to time necessary be undertaken by the Port Authorities.

7. The present small alterations in the approach to and crossing of the bar have been notified to Mariners in the usual way; and I do not consider any further steps necessary on the part of the Marine Survey of India.—I have, etc.,

WALTER LUMSDEN,
Director of the Royal Indian Marine.

APPENDIX O.

DAMAGE TO BAG CARGO.

CHAMBER OF COMMERCE,
BOMBAY, 22nd February 1909.

No. 148 OF 1909.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

SIR,—I am directed to draw your attention to the rough handling of bags of seed, etc., received in the Docks when being removed from the sheds to the ships' holds.

It has been observed that there is a lot of unnecessary force used when placing the bags on the crane, the friction of the chain, and the careless fixing of the hook produce abrasions and rents in them resulting in a good deal of leakage and loss.

Still another cause of complaint is the use of hooks by dock coolies. It is understood these hooks are not allowed to be used in any other port, and that they are also forbidden here; but, though unauthorised, they continue to be used, and the damage to bags and the consequent loss of grain caused by these instruments is a considerable item in the cost of export.

Now that the Supervising Staff of the Docks has been increased, the Committee feel that if their attention is drawn to the subject there will be no difficulty in removing the evil complained of.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1150.

BOMBAY PORT TRUST,

SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,

BOMBAY, 8th March 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

SIR,—With reference to your letter No. 148, dated 22nd ultimo, regarding damage to bag cargo in the Docks through the use of iron hooks and by friction of the chain slings, I am directed to forward herewith a copy of a report by the Docks Superintendent on the subject.

With reference to paras. 4 and 5 of the report, the Dock Contractors have been specially addressed on the point from this office, with a view to the use of hooks ashore being discontinued ; but it will be seen from the report, the principal necessity is that the Stevedores' Firms should be addressed, and this could more effectively be done at your instance by the Shipping Firms who employ them.—I have, etc.,

J. TYERS,
Acting Secretary.

No. 27845 OF 1908-09.

PRINCE'S AND VICTORIA DOCKS,

4th March 1909.

DAMAGE TO BAGS BY CHAIN SLINGS AND CRANE HOOKS.

1. The chain slings are supplied by the Stevedores, and although they occasionally tear some of the bags, especially if the latter are old, yet such instances are very few. It is not possible to prepare slings and heave them on board in any other manner than is done at present, and when a sling is made up it is absolutely necessary to drive it properly home to make it secure ; otherwise the bags would slip out and claims would be the result for bags falling into the Dock basin. Rope slings would be better adapted to work bag cargo, and their use would prevent tearing.

2. I have never known crane hooks to tear bags, as from their construction it is impossible for them to do so, and I have never had any complaint of damage to bags in this way.

Re USE OF HOOKS BY COOLIES.

3. The principal offenders in this matter are the Stevedores, whose coolies use very large hooks, not only to lift bags, but also to drag them from one end of the hold to the other. It is a common sight to see two Stevedores' coolies with their hooks stuck into a bag dragging it along the hold. This causes large holes in the bags, and considerable amount of leakage of contents. I understand that Messrs. John Fachiri and Company lodged a complaint with the Chamber of Commerce, who have now addressed the Secretary in the matter. Not long ago, this firm's representative called at my office to complain of the very large hooks used on board the "Shah Nasir", and this statement was corroborated by the Shed Manager, and an Assistant Superintendent was also sent down and verified their statements. This gentleman also admitted before me that the hooks used by the Dock Contractors are very small and only used to prevent the bag slipping in their hands. The damage done by the latter was very small, but he strongly protested against the use of the large hooks in the vessels' hold.

4. The Dock coolies use hooks, but they are very small and cannot tear good bags, although they might tear old ones; and though attempts have been made to stop their use, such orders are often evaded, and it is difficult to enforce them.

5. I have again specially addressed the Dock Contractors in the matter and warned them not to use hooks when handling bag cargo; and I have also instructed the Dock Supervisors and Inspectors to stop coolies from using hooks.

The Chamber of Commerce should, I consider, be asked to address the vessels' Agents, requesting them to instruct their Stevedores to prohibit the use of hooks in the holds, and to recommend the use of of Rope slings for all small kinds of seeds.

E. Y. WATSON,
Superintendent,
Prince's & Victoria Docks,

CHAMBER OF COMMERCE,
BOMBAY, 19th June 1909.

No. 260 OF 1909.

The SECRETARY, BOMBAY PORT TRUST.
Bombay.

SIR,—I am directed to acknowledge your letter No. 1150 of the 8th instant, together with a copy of the Dock Suprintendent's report on the subject of damage to bag cargo in the Docks.

I am to thank you for the interest you have evinced in the matter, and at the same time to draw your attention, especially to the handling of the sugar bags, which are still subjected to considerable injury by the unauthorised use of hooks.

In conclusion, I am to mention that a circular has been sent to all steam-ship Owners and Agents, requesting their assistance in this matter, and with your active co-operation, it is hoped such damage to bag cargo will be very materially diminished, if not altogether avoided for the future.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX P-1.

SAFETY CARTRIDGES.

IMPORTATION INTO BOMBAY.

No. 33 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 18th November 1909.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

Re. IMPORTATION OF SAFETY CARTRIDGES.

DEAR SIR,—I am directed to address you on the above subject, as it has been brought to the notice of the Chamber that regulations at present in force governing the importation of such Cartridges make extension of business in this commodity unprofitable as far as this Port is concerned, as compared with Calcutta and other Indian Ports.

Safety Cartridges are at present landed in Bombay by special arrangement with Landing Contractors at Sewree Bunder, some 5 miles out of the business centre. They are usually imported in cases containing one thousand each and the charges on each case are as follow :—Landing Contractor's fee Rs. 3, Port Trust ground-rent Rs. 0-12-6, the regulation cab-fare to and from Sewree Rs. 3-4-0, and gharry-hire, cartage, porterage, Clearing Firm's Agency charges, etc., make the aggregate charges something like Rs. 12 per case.

The retail value of a case containing 1,000 safety cartridges, including packing, insurance, and freight, is often as low as Rs. 60. It is, therefore, evident that such goods cannot bear the heavy charges enumerated above, in addition to a Customs Duty at 10 per cent. *ad valorem*.

The number and high cost of these charges is mainly due to safety Cartridges (Class VI, Div. 1) being still subject at this Port to the same rules and restrictions as apply to the importation of gunpowder and other such explosives in bulk. My Committee contend that this should not be the case, as it has been demonstrated and admitted that "Safety" Cartridges are immune from the danger of explosion in bulk, or even from communicating explosion to each other, and as a consequence the abovementioned rules and regulations are no longer applied *in toto* at other Ports. As instances, the Committee learn that at Calcutta for several years past, Safety Cartridges have been discharged from the steamers at the jetties, instead of being unloaded overside in the stream at the Government Magazine of Moyapur outside Port limits, as is still the procedure with gunpowder and other combustibles. Safety Cartridges are also shipped on board steamers before the vessels leave London Docks, and are carried by Passenger as well as Goods Trains both in England and in India.

As a consequence Manufacturers of Cartridges of the description referred to find it more profitable to ship *via* Calcutta and Karachi rather than Bombay, more especially small lots, as the ocean freights are practically the same, and the extra cost of transit by rail more than counterbalances the charges to which the goods would be subject if shipped to this Port.

The Committee, therefore, trust that the importance which keen competition of the other Ports attaches to the matter will be fully appreciated ; and that the question will receive your early attention.

with a view to the regulations being brought into line with those in force in Calcutta and other Indian Ports, and the landing of safety cartridges be permitted at the Docks (Prince's and Victoria) along with other merchandise.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

No. 350.

BOMBAY PORT TRUST.
BOMBAY, 20th January 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 33 of 18th instant, regarding the admission of safety catridges into the Docks, I am directed to say that safety cartridges are allowed to be landed and shipped at the Docks, provided they are taken charge of at the ship's side, but they are not allowed into the Dock Sheds or unclaimed warehouse or the cleared (or duty-paid) warehouses.

I am to draw your attention to the notes to the Dock Bye-laws Nos. 53 and 55, copy of which accompanies for ready reference. A representation in identical terms has been received from Messrs. Latham and Co., who have been replied to in the foregoing terms.—I have, &c.,

J. A. CHERRY,
Deputy Secretary.

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53. Nitro-glycerine, petroleum, naphtha, dynamite, gunpowder and other explosive or inflammable substances of like nature will not be admitted into the Docks, or alongside the walls on the outside of the Docks, and any vessel having such explosives on board must discharge them before entry into the Dock or before coming alongside the wall on the outside of the Docks.

Note.—This Bye-law does not apply to—

(*i*) Service ammunition, whether for Small Arms or Artillery, embarked or disembarked with troops;

(*ii*) Safety Cartridges ;

(*iii*) Safety fuses for blasting ;

(*iv*) Railway fog-signals ;

(*v*) Percussion caps ;

(*vi*) Shale oil which has its flashing point at or above 200° of Fahrenheit's thermometer and is imported as ordinary cargo and in quantities not exceeding 10,000 gallons in each consignment ; or

(*vii*) Petroleum in bulk *bona fide* carried as liquid fuel for the use of a vessel, where the Master of such vessel produces a certificate of the properly authorised Testing Officer that the petroleum so carried has its flashing point at or above 150° of Fahrenheit's thermometer.

55. No dangerous explosive substances will be permitted to be brought on the Dock premises, and the Trustees may remove such goods at the risk and expense of the owner.

Note.—This bye-law does not apply to service ammunition, whether for Small Arms or Artillery, embarked with troops, or to safety cartridges, safety-fuses for blasting, railway fog-signals, or percussion caps.

No. 489 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 29th May 1909.

The SECRETARY, BOMBAY PORT TRUST,
Bombay.

RE IMPORTATION OF SAFETY CARTRIDGES.

DEAR SIR,—With reference to previous correspondence on the above subject, I am directed to enquire whether the Port Trust propose to build a separate shed in the new Docks for the storage of safety cartridges and other such hazardous goods ? And, secondly, whether it is intended, in the meantime, to alter the system in vogue of charging land-rent at Sewree for six months in advance, instead of charging for the period the cartridges, etc., are actually stored on the said ground ?

Lastly, my Committee would be obliged if you could kindly favour them with actual or approximate figures of the imports of all such hazardous goods as are required to be stored on separate and special premises.—I am, etc.,

J B. LESLIE-ROGERS,
Secretary.

No. 4815.

BOMBAY PORT TRUST,

BOMBAY, 1st September 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

IMPORTATION OF SAFETY CARTRIDGES.

SIR,—With reference to correspondence ending with your letter No. 489, dated 29th May 1909, I am directed to say the matter has been made the subject of full inquiry, and it has been found that in the circumstances pertaining at the Bombay Docks, the conditions under which Safety Cartridges are landed cannot be relaxed; and further, that it is not possible at the existing Docks to provide special accommodation for storage of hazardous goods. The restrictions pertaining to such storage accommodation render it impossible to allot the necessary space in the present Dock enclosure. The question will, however, be considered in connection with the Alexandra Dock, now under construction, with a view to provision of such accommodation, if possible, in or near to the Dock enclosure.

2. Hazardous goods form rather an extensive class and may be divided as follows:—

A.

Received in Hazardous Goods Warehouse Mazagon near Nabob's Tank. No Government restrictions are imposed for storage of these goods. About 300 pkgs. highest number held at one time.	Matches, Crackers, Sulphur, Coal, Tar, Dammer, Cotton Wool, Acids, Ammonia, Candles, Rags, Waste, Resin, Saltpetre, Tallow, Varnish, Paints mixed with oil, etc.

B.

About 200 packages highest number held at one time.	Dangerous Petroleum only received at Sewree Fort, uncleared Dangerous Petroleum Godowns. There are special restrictions for storage of this commodity under Petroleum Act.

C.

About 400 packages highest number held at one time.	Calcium Carbide, only received at Esmail Habib. There are special restrictions under Explosives Act.

D.

Ditto 250 pkgs. ditto.	Safety Cartridges, only received at Port Trust Gunpowder Magazine, Sewree. There are special restrictions under Explosives Act.

E.

Chemicals, Phosphorus, etc., received at Sewri in a separate room about 20 packages highest number held at any one time.

3. The Trustees regret it is not possible to make any change in the system of charge at the Sewree Magazines as the present charges barely cover expenses.—I have, etc.,

J. TYERS.
Acting Secretary.

APPENDIX **P-2.**

STORAGE OF COAL AND TIMBER ON PORT TRUST PREMISES.

MADRAS, 31st March 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—The Madras Corporation claims to be entitled to levy license fees on timber and coal stored on the Madras Port Trust premises, and exception has been taken to the claim by Members of the Chamber on the ground, among others, that the storing and stacking of goods on Port Trust premises is allowed as a convenience

to importers, who would find it difficult to clear, immediately after they are landed, the large lots of coal and timber which are usually received in one shipment. The Port Trust does not allow importers indefinite time for clearing their stocks; and although certain parts of the Trust's premises are allotted as a general rule to each importer, it is only because it is more convenient for all concerned that it should be so, as the firms are receiving regular supplies. The importers have to pay a fee to the Port Trust for their storage facilities. They already pay a Municipal Octroi-tax of Rs. 5 per ton on all timber imported into Madras (obtaining a 9-10th refund on all passed out), and they object to being mulcted in a further license fee of Rs. 15 per ground for storage within Port Trust premises.

I may mention that the Advocate-General, Madras, has given his opinion that the Corporation is entitled under Sections 325 and 426, of the Madras Municipal Act III. of 1904, read with Schedule III. to levy the fee; but the Chamber would be much obliged if you would state what is the practice at your Port.—I remain, etc.,

A. E. LAWSON,
Secretary.

No. 364 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 26th April 1909.

THE SECRETARY, MADRAS CHAMBER OF COMMERCE,
Madras.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 31st March last on the subject of Municipal License Fees levied on Coal and Timber stored on Port Trust Premises.

In reply, I am to inform you that the Bombay Corporation charge the undermentioned License fees on Coal and Timber, whether storage is on Port Trust land or elsewhere—

Coal and Coke—

For any space up to 2,000 square feet ... ... Rs. 10

For any space over 2,000 square feet and up to 5,000 square feet ... ... „ 20

Over 5,000 square feet for every additional 5,000 square feet or under ... ... Rs. 5

Timber—Storing for other than domestic use or selling—

For a space or stack occupying 200 square feet or under ... ... Rs. 3

For a space or stack occupying more than 200 and up to 500 square feet ... ... „ 5

For a space or stack occupying more than 500 and up to 1,000 square feet ... ... „ 10

For a space or stack occupying more than 1,000 and up to 1,500 square feet ... ... „ 15

For a space or stack occupying more than 1,500 and up to 2,000 square feet ... ... „ 25

Over 2,000 square feet for every additional 1,000 square feet or under ... ... „ 2

The following further information may also be useful to you:—

Port Trust charges for landing and storage of coal and timber—

Coal for landing, a wharfage charge of 0-1-0 per ton.

Coal storage from Rs. 5 to Rs. 7 per 500 square feet per mensem.

Timber, for landing wharfage on Bunders:—

	Rs.	a.	p.
Blackwood, Ebony, Teak, Pine in large squares, planks and scantlings, a Ton of 50 C.ft. ...	0	8	0
Timber, Jungle, wood and rafters per registered tonnage of vessels	0	6	0
Timber rafters by raft, per cart-load	0	4	0

Timber for landing wharfage at Wet Docks:—

Blackwood, Ebony, Teak and Pine in logs and squares, a Ton of 50 C.ft.:—

(import)	1	12	0
(export)	1	12	0

Timber Planks and Scantlings, a Ton of 50 C.ft.—

(import)	1	4	8
(export)	1	4	0

Timber-Storage, same charges as Coal.

Town Duty.

On Coal—None.

On Timber 2½ p. c. of its market value.

If re-exported within 12 months, the whole amount is refunded.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

MADRAS, 28th April, 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I beg to acknowledge receipt of your letter of the 26th instant, and to thank you for the information relating to the levy of license fees on Coal and Timber stored on the Bombay Port Trust premises.—I remain, etc.,

A. E. LAWSON,
Secretary.

APPENDIX-Q.

INCREASE OF TRUSTEES ON PORT TRUST BOARD.

No. 679A OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 28th July 1909.

The SECRETARY to GOVERNMENT,
LEGAL DEPARTMENT,
Bombay.

SIR,—I have the honour to enclose herewith a Memorial (with six extra copies) which the Bombay Chamber of Commerce desire to submit to the Right Honourable the Governor General in Council through the good offices of the Bombay Government.

2. The Memorial relates to that portion of Bill No. 1 of 1909 of the Bombay Legislative Council (a Bill to amend certain enactments and repeal certain other enactments) which deals with the "Bombay Port Trust Act, 1879", and is dealt with as follows:—

(*a*)	The original intention of the proposed amendment and its introduction into the Council	Paras.	1 to 3
(*b*)	The present constitution of the Board ...	„	4 to 7
(*c*)	The appointment and report of the Select Committee	„	8 to 14
(*d*)	The unexpressed views of the Bombay Chamber of Commerce on the report ...	„	15 to 16
(*e*)	The second reading of the Bill	„	17 to 28
(*f*)	The passing of the Bill and a technical objection of the Chamber on its 3rd reading	„	29 to 36
(*g*)	Other reasons for objecting to the Bill ...	„	37 to 67
(*h*)	Complaint that the Chamber was not allowed time to express an opinion ...	„	68 to 70
(*i*)	Objections to the Select Committee as appointed	„	71 to 72
(*j*)	Proportionate representation on the Port Trust	„	73 to 76
(*k*)	The present position of the three Indian nominated members	„	77 to 80
(*l*)	Request that the Bill be disallowed ...	„	81

In conclusion, I have the honour to request that this Chamber may be advised when the memorial has been forwarded to the Government of India.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

His Excellency the Right Honourable

THE EARL OF MINTO, P.C., G.C.M.G.,

Governor General in Council.

The Humble Memorial of the

Bombay Chamber of Commerce.

Sheweth:—

1. In the year 1907 the Bombay Government requested the views of the Bombay Chamber of Commerce on a suggestion to make arrangements whereby the Railways in Bombay might be directly represented on the Board of the Bombay Port Trust, and the Chamber was asked "whether they would consider it necessary or advisable *for that purpose* to legislate, with the object of increasing the number of members of the Trust." The Chamber understood that the proposed increase of the number of Trustees was solely for the purpose of enabling the Railways to be represented on the Board and deeming such representation advisable, concurred in the slight increase of one member for that purpose; and as a preliminary step the Agent of the G. I. P. Railway was appointed to the Board in 1908 in place of the Secretary to Government, P. W. D., Railway Branch, on the abolition of that office. In reply, to a further letter from the Chamber, recommending that the Agent of the B. B. & C. I. Railway should also be appointed to the Board, and suggesting the necessary legislation, Government replied on 27th August 1908 that in this connection "steps are being taken to amend the Act with a view to the enlargement of the Board."

2. In the year 1909 a Bill (Bill No. I. of 1909) was introduced into the Legislative Council of Bombay entitled "A Bill to amend certain enactments and repeal certain other enactments."

3. One of the enactments which it was proposed to amend was the "Bombay Port Trust Act, 1879," and in explaining the objects of the Bill, when moving its first reading the Hon. Member of the Executive Council, who had its charge, gave one reason only for the introduction of that part of it which relates to the Port Trust, in the following words:—"It seeks to give additional representation of Railway interests upon the Bombay Port Trust."

4. Under the Bombay Port Trust Act, the Board of Trustees at present consists of thirteen members, that is to say, of—

Five Elective Trustees,
Seven Nominee Trustees,
A Chairman.

5. The Elective Trustees are elected by the Bombay Chamber of Commerce.

6. The Nominee Trustees and the Chairman are appointed by Government.

7. The Act provides that not less than three of the Trustees should be Natives of India, residing in the City of Bombay.

8. The Bill was referred to a Select Committee. This Select Committee consisted of nine gentlemen, of whom five were Europeans and the remaining four were Indians. Three of the Europeans were members of the Indian Civil Service and the remaining two members of the Public Works Service, one of the latter being the Chairman of the Port Trust. It will be seen, therefore, that the large and important portion of the Mercantile community, whose interests are protected by the Chamber of Commerce, was not represented at all on this Select Committee, though the question was one affecting the Port of Bombay, and therefore of special interest to the members of the Chamber.

9. The Select Committee made their report on the 8th April 1909. A copy of the Bill and of the Report of the Select Committee thereon is hereunto annexed and marked A.

10. The report bears nine signatures, and out of the nine signatories, four have added minutes of dissent as to the amendments proposed in the Bombay Port Trust Act.

11. The report recommends that to avoid the objection that the addition of another nominated member to represent the Railways would result in a preponderance of Railway interests, and to meet a desire expressed for the representations of other trading interests not directly represented, the total number of the Board should be raised to sixteen and the number of nominated members to ten, of which at least four should be Indian members—(*vide* p. 2 of the Report, Serial No. 7.)

12. Sir Walter Hughes objected to the increase in the number of the Trustees for the reasons given in his minute. He also objected to another representative of a Railway being added to the Board for reasons stated in his minute.

13. The remaining three dissenting minutes were by Indian gentlemen. All three of these gentlemen considered that the number of Indian members should be raised from three to five instead of from three to four. One of them thought that the five Indian Members should be elected by the Municipal Corporation and by the Indian Merchants' Chamber, and one of them thought that the Indian Mercantile community should be given the right of electing a certain number of Trustees, but did not specify what particular body should elect them.

14. The report shows that the Select Committee recommended four things :—

(*a*) That the total number of Trustees should be raised to sixteen.

(*b*) That an additional Railway member should be one of the three additional Trustees.

(*c*) That the remaining two of the three additional Trustees should be nominated by Government.

(*d*) That at least one of those two should be an Indian member, and that the remaining one should at the discretion of Government be either an European or an Indian.

15. The Committee of the Bombay Chamber of Commerce, on seeing the report in the *Bombay Government Gazette* of 19th April, did not approve of the recommendations of the Select Committee nor of the proposed amendment. They thought that there was no necessity to increase the number of Trustees, and that such increase would tend to delay and cause obstruction of business. They considered that the Indian Mercantile community were already sufficiently represented by the nomination of three Indian members.

16. They resolved, however, not to send any representation to Government in opposition to the report (1) because they felt that Government had probably determined to increase the number of the Trustees to sixteen and would not recall their decision on that point ;

(2) because the Government had acceded to their suggestion to appoint an additional Railway member; (3) because the additional Indian member was to be nominated by Government and they had confidence in such nomination by Government; and (4) because the nomination of the third additional member would be in the hands of Government and they had little doubt that, on consideration of the relative preponderance of interests, the Government would nominate some one who was either himself a member of the Chamber of Commerce or belonged to a firm or Company which was a member of that Chamber as such additional Trustee.

17. The second reading of the Bill was brought forward on the 19th day of June 1909, and when it was brought forward the proposed amendment appeared in the following form :—

Serial No.	Year of Act.	No. of Act.	Short Title.	Amendments.
7	1879	VI	The Bombay Port Trust Act, 1879.	In section 5 for the word "thirteen" the word "sixteen", for the word "seven" the word "ten", and for the word "three" the word "four" shall be substituted.
8	1879	VI	The Bombay Port Trust Act, 1879.	To section 14, B, the words "other than Government, a local authority or a Railway Company" shall be added.

18. It will be seen that the effect of the proposed amendment as set forth in the Bill would be to increase the total number of Trustees to sixteen, of whom there would be—

Five elective Trustees,
Ten Nominee Trustees, and
A Chairman.

19. The Bill contained no provisions making any change in the mode of nominating the nominee Trustees. They were all to be nominated, as before, by Government.

Ex. B. 20. Notice had previously been given by the Honourable Mr. Ibrahim Rahimtoola, C.I.E., of four alternative amendments to the Bill. A copy of these amendments is hereunto annexed and marked B.

21. It will be seen that three out of these four amendments contain proposals which are not merely clerical amendments but introduce very important alterations in the recommendations of the Select Committee, inasmuch as by all of these three amendments it is proposed, not only to increase the total number of Trustees from 16 to 17, but also that the relative proportions of the elected and nominated Trustees shall be altered; and further that new elective bodies should be introduced, and the effect of these amendments, if adopted, would probably be very appreciably to alter the proportion of representation of your Memorialists in comparison with that of the Indian Mercantile community.

22. By the fourth amendment it was proposed that the total number of Trustees should be increased to 17—that the nominated Trustees should be 11 and that not less than 5 Trustees should be Indians.

23. When the second reading of the Bill was proposed the Government placed before the Council a new amendment, which was termed by them a compromise between the recommendations of the Select Committee and the amendments proposed by Mr. Ibrahim Rahimtoola. A copy of this new amendment is hereunto annexed and marked C. Ex. C.

24. It will be seen that this new amendment differs in very important respects from the recommendations of the Select Committee.

25. (*a*) It increases the number of the elective Trustees from five to seven.

(*b*) It reduces the number of nominee Trustees from ten to eight, of whom three, as before, are to be Natives of India residing in the City of Bombay.

(*c*) It provides that two of the elective Trustees are to be elected by such body or bodies as Government shall from time to time select, as best representing the interests of the Indian Mercantile Community.

26. Of this amendment, which is an amendment of the Bill as presented by the Select Committee, it cannot be said that it is merely clerical or that it is otherwise than a very important amendment, which materially differs from the Bill as presented by the Select Committee.

27. The amendment came upon the European members of the Council representing the Mercantile interests as a complete surprise. No notice whatever of the amendment had been given to them, and they were quite unprepared to discuss it, as they had no idea that Government contemplated any such amendment. The amendment is very different from those proposed by Mr. Ibrahim Rahimtoola. They desired that time to consider it should be afforded to them, but they were overruled.

28. The amendment was carried against their oppositon.

29. Not only, however, was the amendment carried, but your Memorialists very much regret to say that, immediately afterwards, the hasty and summary step was taken of there and then reading the Bill a third time and passing it.

30. By Rule 41 of Rules for the conduct of business at meetings of the Council of the Governor of Bombay (a copy of which is sent herewith for ready reference, marked D), it will be seen that it is laid down as follows :—

> 41. If any amendment, not merely clerical, be made while the Bill as presented by the Select Committee is under the consideration of the Council in detail, the motion for the third reading of the Bill shall not be made at the same meeting, but the Bill shall be brought forward again at a future meeting, and may then be read a third time and passed with or without further amendment.

31. It has been pointed out that the amendment, which was carried is not a mere clerical amendment of the Bill as presented by the Select Committee. It is a most important and substantial amendment in three essential particulars—

(*a*) It alters the relative proportion of elective and nominee Trustees.

(*b*) It increases the number of Indian Trustees.

(*c*) It provides for the election of two Trustees by a body or bodies, the identity of which is not specified and as to the capability or appropriateness of which the Council had no opportunity of judging.

32. Mr. Armstrong, of the Bombay Chamber of Commerce, and Mr. Webb, of the Karachi Chamber of Commerce, protested against the Bill being read a third time, before any proper opportunity of consideration and discussion of the amendment had been afforded; but their protests were of no avail, and the Bill was read a third time and passed in direct violation of Rule 41 (above set forth) governing the conduct of business in the Council.

33. The Bombay Chamber of Commerce desire very respectfully, but at the same time very emphatically, to protest against this method of passing laws which vitally affect the interests of the Mercantile community, and they pray that Your Excellency in Council will be pleased to refuse your assent to the passing of this Bill, or at least to so much of it as purports to amend the Bombay Port Trust Act, on the ground that the Mercantile community have had no proper opportunity of considering the amendment of the Port Trust Act which is contained in it, and have had no opportunity of presenting their views regarding it, and that it has been read a third time and passed by the Bombay Legislative Council in direct violation of their own rules relating to the conduct of their business.

34. One of the grounds on which your Memorialists ask that Your Excellency will refuse assent to this Bill is a technical one; but though technical, it is none the less one upon which your Memorialists are entitled to rely: and if this method of legislation is allowed to take place without protest in one case, it may be followed and used as a precedent in another, to the great detriment and injury of the public; and your Memorialists consider it, therefore, their duty to protest against it.

35. The hasty procedure followed was quite unnecessary. There was no immediate urgency in the matter. There was no impending danger or strong reason of State for rushing the Bill through its third reading, and no valid reason for doing so was suggested to the Council.

36. Your Memorialists, therefore, submit that they are quite justified in protesting against the course pursued on technical grounds alone.

37. Your Memorialists, however, desire to say at the same time that there are very strong grounds for not allowing the Bill to become law in its present form, and they will now shortly state these grounds.

38. They have already stated that they deem it necessary in the interests of trade that an additional Railway member should be added to the Board.

39. This would necessitate an increase of the number of the Trustees by one only.

40. There is no necessity for any further increase.

41. The number of the Trustees is already sufficiently large.

42. The Indian Mercantile community is already sufficiently represented on the Board as will be seen from the following considerations.

43. The Elective Trustees are at present five in number, and they are elected by the Bombay Chamber of Commerce.

44. It may be said that the trade of Bombay has two large interests—

(*a*) The carrying interest represented by—

(1) The owners of the ships which bring merchandise to, and carry it from, Bombay, and

(2) The Railway Companies which carry merchandise to and from Bombay and from and to all parts of the Peninsula.

(*b*) The importing and exporting interest, which is concerned most intimately with the loading, discharging and warehousing of goods on the premises of the Port Trust, and likewise with all the innumerable minor matters incidental to and arising out of such loading, discharging and warehousing and which is represented by the Merchants of Bombay.

45. The Government have hitherto nominated one Railway member and they now intend to nominate another.

46. That part of the carrying interest, which is represented by the Railways, is an interest in which the Indians have no greater concern than the Europeans. It is necessary that it should be represented as much in the interest of Indians as of Europeans. The concern of Europeans and Indians in Railways is identical. There is no conflict between their respective interests therein.

47. Indians may be interested as shareholders in Railways, but the management of those Railways is entirely in the hands of Europeans, and the representatives of those Railways on the Board must necessarily be Europeans; but they represent the Railways and are not in any sense the representatives of the European Mercantile community as distinguished from the Indian Mercantile community.

48. In estimating, therefore, the proportion of representation of the European and Indian Mercantile communities, respectively, on the Board, the representatives of Railways must be put on one side.

49. Taking next the other branch of the carrying interest, which is represented by the owners of ships—that branch of the carrying interest is not represented by nominees of Government.

50. It is indispensable, however, that the said branch should be represented on the Board; and this is indispensable quite as much in the interest of the Indian Mercantile community as in that of the European Mercantile community.

51. It has been the custom, therefore, that two of the elective Trustees should be representatives of the two greatest Shipping Companies which bring their steamers to Bombay, (*a*) the P. and O. Company, (*b*) the British India Steam Navigation Company.

52. In this case, again, it is as much to the interest of Indians as it is to that of Europeans that the shipping interest should be represented. The interests of Indians and Europeans under this head are indentical. Further, the interests of shipowners and merchants, whether such merchants be European or Indian, in connection with the Port, are identical. All alike are desirous that merchandise should be discharged, loaded and taken delivery of at the least possible expense, with the least possible labour and trouble, with the greatest possible rapidity and with the greatest possible convenience. There is no question of European interests conflicting with Indian interests.

The shipping interest must, as we have shown, be represented, and as the shipowners are almost entirely Europeans and not Indians, and the management of the great shipowning companies is in the hands of Europeans, it follows that the Trustees who represent them must necessarily be Europeans.

53. These two elective Trustees, however, who represent the shipping interest, are no more representatives of the European Mercantile community proper as distinguished from the Indian Mercantile community proper than are the Trustees representing the Railways. These two elective Trustees representing shipowners in common with the Trustees representing the Railways, protect interests which are their own; and they are, therefore, rightly appointed to protect them, but the reason why these Trustees are Europeans and not Indians is that all or nearly all the ships are owned or managed by Europeans. The interest of the Indian merchants in the carrying of merchandise is, like that of European merchants, an indirect interest. What is favourable to Europeans will be equally favourable to Indians. What is unfavourable to Indians will be equally unfavourable to Europeans.

54. The two representatives of the shipping interest, therefore, are no more representatives of the European Mercantile community proper than they are of the Indian Mercantile community proper.

55. In estimating, therefore, the proportion of the representation of the European and Indian Mercantile communities respectively on the Board, these two Elective Trustees representing shipping must also be left out of account.

56. There remain, therefore, only three of the Elective Trustees who can be said to represent the European Mercantile community proper.

57. As against these Government have always nominated three Indians to represent the Indian Mercantile community proper.

58. The representation is therefore equal.

59. That being made clear let this question be asked and answered —What are the proportions in which the European Mercantile community and the Indian Mercantile community are respectively interested in the Port of Bombay?

60. Your Memorialists advisedly use the words "Port of Bombay" because it must be recollected that this Bill relates to an Act which deals with the Port of Bombay. It does not deal with trade and commerce generally, but only with trade and commerce so far as it is connected with the Port of Bombay. This fact, your Memorialists submit, has not been sufficiently considered by the framers of the amendment which is the subject of this memorial. Indeed, it would seem to your Memorialists that it has been entirely lost sight of.

61. In answering the question set forth in para. 59 the first thing to be noted is that Indian Merchants are mainly distributors and that European Merchants are mainly Importers and Exporters of Merchandise.

62. The next thing to be noted is that with the Port of Bombay, distributors have little or no concern. Those who are chiefly concerned with the Port are the Importers and Exporters.

63. There cannot be any question of the fact that an overwhelming proportion of the Imports and Exports of the Port of Bombay is handled by your Memorialists, and your Memorialists are to a far larger extent than any other section of the Mercantile community, interested in all matters relating to the loading, discharging and warehousing of those imports and exports, and likewise in the innumerable minor matters incidental to such work and referred to in paragraph 44. If Government have any doubt on this point, they have materials at their disposal which will enable them very easily and in a very short time to satisfy themselves of the accuracy of the statement.

64. A third thing to be noted is that the Act, to the amendment of which exception is being taken, is an Act dealing only with the Port of Bombay.

65. The acts, therefore, stand thus:—That in a Port where in your Memorialists' interests enormously preponderate over those of the general Indian Mercantile community and the affairs of which are managed by a Board of Trustees, the interests in which your Memorialists are so much more largely concerned than any other section of the mercantile community are represented on that Board by the same number of Trustees as those which represent the Indian Mercantile community.

66. It is now proposed to make a change in this proportion of representation; and it would naturally be supposed that if a change was made at all, it would be made in the direction of increasing the number of Trustees who represent the interests of your Memorialists.

67. Instead, however, of this being the case, it is proposed to increase the representation of the Indian Mercantile community, whose interests in the Port of Bombay are not to be compared in point of magnitude or value with those of your Memorialists, and it is proposed to do this by an amendment to the Act governing the Port which has never been properly considered; which has never been submitted to those who are principally concerned in it; without giving those who are principally concerned in it any proper opportunity of critically discussing it or of presenting either their views concerning it or their objections to it, and in order to achieve this the rules governing proceedings in the Council have been summarily, and not only without any sufficient reason, but without any reason at all, set aside.

68. The Secretary of State and Your Excellency have recently been considering measures for increasing the representation of Indians on the various Councils which make Laws for and govern India.

69. Your Memorialists assume that this Policy is founded on the principle that the governed, if deemed to be by reason of ability, disposition and education, fit for the purpose, should be placed in a position which would enable them to express their views with respect to any proposed legislation relating to matters in which they are interested; and they further assume that this principle will be extended to your Memorialists equally with all other sections of the community, and that they will receive the same consideration in that respect as all others.

70. Your Memorialists desire, however, in connection with the matter now in hand to urge upon Your Excellency that the large and important interests represented by your Memorialists have not in this instance received that consideration.

71. The Bill relates to a subject in which your Memorialists have, as has been pointed out, larger, more important and more intimate

interests than any other section of the community; but on the Select Committee to which the Bill was referred there was not a single representative of those interests nor even a single non-official European—a fact which makes it extremely difficult to resist the conclusion that the opinions of your Memorialists and of European non-officials generally regarding the Bill were not deemed to be of such importance as to render it necessary to ascertain them.

72. Your Memorialists fully acknowledge the abilities of the gentlemen composing the Select Committee, but they take leave, nevertheless, to say that, with the exception of Sir Walter Hughes, who is the official Chairman of the Port Trust, and cannot therefore be regarded as representing the interests of your Memorialists, there was not a single member of that Committee who possessed the knowledge of facts which was necessary to enable him to form a reliable or expert opinion as to the desirability of passing into Law the provisions of the Bill; and, your Memorialists do not hesitate to say that, without the assistance of a competent member of the Mercantile community, the Bill could not be properly considered or reported on by the Select Committee.

73. Your Memorialists have always desired to avoid mixing themselves up with political matters; and they have only upon rare occasions, and when compelled to do so, taken any part in such matters, and they still have the same desire.

74. When, however, it is proposed to pass a Law vitally affecting the interests which they represent, the effect of which would be to give to the Indian Mercantile community a most undue preponderance over your Memorialists, concerning matters in which they have a far larger interest and a far larger stake than that of the Indian Mercantile community; and when, moreover, it is proposed to enact this Law without any proper discussion of it and without affording your Memorialists or anyone representing them any reasonable opportunity of considering it and expressing their views regarding it; and when, lastly, it is proposed to hurry this piece of legislation through the necessary forms in a manner which is in direct violation of the rules for the conduct of business in the Council, and which has the effect of preventing discussion, your Memorialists cannot but feel that it is necessary that they should submit, what they intend to be, and what

they trust will be deemed to be, a respectful, but at the same time a perfectly plain, unambiguous and very emphatic protest, not only against this method of making laws generally, but likewise against the matter and substance of this law in particular.

75. Your Memorialists are fortified in their belief that the objections which they have raised to this measure are well founded, by the fact that no complaint has been made by the Indian community of the administration of the Trust by the Board as at present constituted. No maladministration has been alleged. No faults have been found with the general management of the Trust, and no facts have been put forward to show that any such changes as those contemplated are either necessary or even desirable.

76. It is acknowledged on all hands that the Trust has been administered with fairness and justice, with ability and success, and the only reason given for the amendment is the very vague and meagre statement that it is intended to meet a desire expressed for the representation of other trading interests not at present directly represented on the Board. Your Memorialists have not been told what the other trading interests are, and they have therefore no means of judging whether those trading interests have any real interest in matters connected with the Port only as distinguished from matters connected with trade generally. Your Memorialists have not been told by whom the desire for this representation has been expressed, so there are no means of judging whether the representation has been made by persons authorised to speak nor whether it has been made on behalf of persons who are entitled to claim representation in the affairs of the Port.

77. The three Indian gentlemen, who are at pressent Trustees by nomination of Government, either represent the Indian Mercantile community or they represent nothing in particular.

78. If they represent the Indian Mercantile community then as your Memorialists have already shown, the representation of that community is sufficient.

79. Again, if they represent the Indian Mercantile community, it is very material to enquire what the other trading interests are which are concerned with the Port of Bombay and which are not at present represented.

On the other hand, if they do not represent the Indian Mercantile community, and in fact do not represent any interests in particular then the presence of these three gentlemen on the Board is superfluous, and the non-representation of the Indian Mercantile community can very easily be rectified by the simple expedient of Government appointing three Indian gentlemen who would represent the Indian Mercantile community, instead of nominating three who represent nothing in particular. If this were done, it would be necessary to increase the number of the Trustees by one only, *viz.*, the extra representative of Railways, instead of by three.

81. For all these reasons, your Memorialists respectfully submit that it will be right and just that Your Excellency should refuse your assent to this Bill or to so much of it as purports to amend the Bombay Port Trust Act, 1879, and pray that Your Excellency will refuse your assent accordingly.

And your Memorialists will ever pray.

C. H. ARMSTRONG,
Chairman.

J. S. WARDLAW MILNE,
Deputy Chairman.

J. N. METAXA,
C. H. WILSON,
R. G. MONTEATH,
J. BLACK,
H. A. L. HEPPER,
H. UEHLINGER,
W. L. GRAHAM,
Members of Committee.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 31*st July* 1909.

APPENDIX R.

THE DEVELOPMENT OF BOMBAY CITY AND IMPROVEMENT OF COMMUNICATIONS IN THE ISLAND.

GENERAL DEPARTMENT.

No. 3022.

BOMBAY CASTLE, 14th June 1909.

RESOLUTION OF GOVERNMENT.

In letter No. 7382, dated 9th December 1907, the Governor in Council invited the opinion of the numerous important representative bodies in Bombay on the following points bearing on the future development of the City:—

(1) With the object of adding to the areas available for occupation by the wealthy classes, it is desirable—

(*a*) to prepare schemes for the construction of residential areas in the north of the Island;

(*b*) to effect reclamations in Back Bay; or

(*c*) to utilize Trombay;

or to adopt more than one of these remedies simultaneously?

(2) What are the immediate needs of the City in regard to channels of communication? Should these be met by the widening of Abdul Rahman Street, and other means aimed at providing broad northern and southern thoroughfares throughout the length of the Island?

(3) Is it desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay?

(4) Can the local railway traffic be brought from Parel into the Victoria Terminus in future, along the existing G. I. P. route from Parel, thus enabling the B. B. & C. I. Railway to be

dispensed with from Grant Road onwards, or should the present B. B. & C. I. line be retained for the purposes of local traffic as far as—

(*a*) Marine Lines,

(*b*) Church Gate,

(*c*) Colaba ?

(5) Assuming the existence of free and rapid communication by rail, tramway or otherwise, and the construction of two arterial thoroughfares running north and south, what areas on the Island are specially suited to the housing of—

(1) the middle classes who visit the Fort daily for employment ;

(2) the labouring classes including the mill-hands and other factory employés.

(6) What special measures are necessary or desirable, in the nature of the provision of cheap workmen's trains or workmen's tramways, to enable the labouring classes to be cheaply accommodated in the less frequented portions of the Island, where land is available on easy terms ? Assuming that cheap fares can be arranged for traffic between certain hours, will the working classes be able to pay these fares and a rent adequate to give a reasonable return on the capital invested in accommodation schemes ?

The Governor in Council has now received and considered very carefully the replies to this communication, an abstract of which has already been made public, and is attached to this Resolution, and has examined the findings of certain expert committees appointed by Government at intervals since 1877 to report on these and kindred questions. It remains to formulate a policy which shall govern the development of the Island for the next twenty years.

2. Three principal suggestions were made by Government for adding to the areas at present available for occupation by the wealthy classes. It has been generally recognized by the various bodies consulted that the desirable position for dwellings intended to be occupied by the wealthy classes is along the western shore of the Island. Two serious obstacles at present prevent the erection of

further desirable dwelling houses along the shore line from Mahim through Worli to Mahalaxmi, or further south, fronting Back Bay. The Mahim-Worli location is uninhabitable owing to the nuisance caused by the Municipal sewage pumping station at Love Grove. That part of Mahim which is sufficiently distant from Love Grove to suffer little from the nuisance, is too remote from the business quarter of the Island to attract the wealthy classes. The provision of further building sites fronting Back Bay requires reclamation. The right to reclaim in the neighbourhood of Colaba, commencing from the southern approach to Wodehouse Bridge, and running southwards, has been vested by law in the Improvement Trust. That body owing to the, numerous important schemes they have in hand or under contemplation, will not be in position to undertake further reclamation in this vicinity for many years. Reclamation in Back Bay north of the limits assigned to the Improvement Trust cannot be undertaken without infringing on their existing rights. Thus it may be said that, at the present moment, there is no fresh area immediately available for the use of the wealthier classes.

3. The Governor in Council endorses the opinion of the Corporation that, if the existing sewage outfall is removed from Worli, the area between Mahalaxmi and Worli would be made available for residential development. In 1877, when approaching the Government of India for a loan for the construction of the Love Grove Station, this Government recognised that the station might prove a nuisance to those living near the pumping station; but the scheme was undertaken to free the harbour and Back Bay from pollution. It was thought that an extension of the drainage scheme might eventually be desirable providing an outfall further north in the direction of Sion. The Committee of 1887, who recommended the development of the Mahalaxmi-Worli foreshore, reported that the sewage outfall should be removed to Kurla as an indispensable part of this scheme, Government understand that the Corporation are now taking measures to render the Love Grove Station less of a nuisance than it is at present. They are of opinion, however, that its continuance in its present position is likely to prevent the construction of suitable quarters for well-to-do residents between Mahalaxmi and Mahim. If this area is to be developed to afford some relief to existing congestion, the early removal of the Love Grove Station is, in the opinion of Government, indispensable. Its removal to Colaba,

as proposed by the Corporation in 1892, cannot be permitted. The most suitable site, at first view of the question, appears to be north-east of Sion, provided that arrangements can be made to prevent the pollution of the harbour by sewage. It is clearly desirable that the Corporation should consider the advisability of removing the outfall to the north-east of Bombay without delay.

4. Pending action by the Corporation in the direction indicated in the last paragraph, there appears to Government to be only one efficient method of dealing with the existing want of adequate sites for the accommodation of the wealthy classes. This is by means of reclamation in Back Bay. It appears from their replies to the Government reference that both the Corporation and the Improvement Trust are in favour of reclamation in this neighbourhood, provided that the area to be reclaimed is not out of due proportion to present requirements. In dealing with general principles, the Governor in Council does not desire to enter on a discussion of such details as the exact area to be reclaimed in Back Bay to meet the requirements of the near future. He is pleased, however, to decide that reclamation is necessary and desirable, on the ground that nowhere else in the Island can equally suitable accommodation be provided for the wealthy classes. No other measure of equal value presents itself for restricting the steady rise in the cost of housing all classes in Bombay. Any substantial increase in the rents paid by the well-to-do must infallibly reproduce itself in the rents paid by the poorer classes, who are less able to sustain the additional burden. Government have therefore decided to prosecute an adequate scheme for reclamation in Bombay. The Improvement Trust should be addressed concerning the transfer to Government by legislation of their rights in this connection so far as they are involved in the scheme adopted.

5. In view of the generally unfavourable opinions expressed concerning the development of Trombay, Government are not prepared at present to take any steps towards utilizing that area for the housing of wealthy residents of Bombay.

6. On a consideration of the question of road communications in Bombay, the Governor in Council is impressed with the fact that, although the Improvement Trust have provided several admirable channels of communication between the western and eastern sides of

the Island, there is still an absolute lack of thoroughfares of reasonable dimensions running north and south. The Island of Bombay is so shaped that free movement north and south opens far larger areas to occupation, by rendering them rapidly accessible, than movement east and west. Adequate recognition has hardly been given to this fact in the construction of new thoroughfares hitherto. The Committee of 1887 recognized the urgent need of connection between the Carnac Road and Parel Road at Pydhonie by placing a broad road along this line first in their recommendations. In reply to the recent Government reference, a great variety of opinion has been expressed on this subject. The widening of Abdul Rahman Street is opposed by the Millowners' Association, the Indian Merchants' Chamber and the Piece Goods Merchants' Association. The Corporation advocate adequate road connection between Parel and Hornby Roads, but they abstain from indicating Abdul Rahman Street as the route to be followed between the two. There is, on the whole, a strong body of opinion in favour of wide north and south lines of communication.

7. The Governor in Council, after careful consideration of the conflicting views expressed, has come to the conclusion that the Island of Bombay, by nature of its length north and south, which greatly exceeds its breadth at the broadest part, cannot be held to contain adequate means of locomotion until it is supplied with an eastern, a central and a western trunk line of roadway. He is in this connection, in full accord with the views expressed by the Improvement Trust. The immediate needs of the City should be provided for by the following works stated in order of importance :—

(1) the widening of Abdul Rahman Street;

(2) a satisfactory connection between Frere and Reay Roads;

(3) the construction of a broad road from Bandra Causeway to Sankli Street.

(4) the provision of a road northwards from Sandhurst Road in the line of Chunam Kiln Road (to be widened).

These works will form the basis of the three trunk lines or arterial thoroughfares on which the future system of road communications in Bombay must be based.

8. The Governor in Council has considered the numerous minor proposals for roads that have been put forward by the bodies consulted. These proposals include—

(1) a broad road from Ballard Pier to Hornby Road,

(2) the widening of Victoria Road from Mount Street to Parel,

(3) a road from Sewri village to the new Sewri Road.

These and other subsidiary roads are doubtless desirable, and may in due course be considered. For the present they should be postponed in order that resources may be concentrated on the main essentials of communication, *i.e.*, the trunk lines that have been described above.

9. In their reply on the question of communications within the Island, the Port Trust have entered in some detail upon the discussion of a scheme for an electric railway for the conveyance of suburban passenger traffic. The Governor in Council is of the opinion that any consideration of a scheme of this nature at the present juncture would be premature. It is probable that the Port Trust may shortly find that an electric overhead railway affording access to the trade centres now being provided along the north-east foreshore is necessary in the interest of trade and shipping. Such a line would be built within Port Trust limits and would, when in working order afford valuable data for the consideration of the question of extending the undertaking to other parts of Bombay. But, in the opinion of the Governor in Council, no sufficient grounds at present exist for the preparation of a scheme of overhead or underground railways outside of Port Trust limits. The proposal must be held to be beyond the scope of the immediate requirements of the Island.

10. Since 1904 this Government has considered at frequent intervals the future of railway communication within the Island, the proposals for the revision of the existing arrangements generally taking the following form :—

(1) the running of all long distance traffic to and from the Victoria Terminus,

(2) the abolition of the B. B. & C. I. Railway south of some point beyond Grant Road.

The Governor in Council is of opinion that it is now possible to arrive at a final decision on these questions in view of the determination of Government to effect further reclamations in Back Bay. If this additional area fulfils the purpose with which it is to be created, *i.e.*, the accommodation of the numerous and steadily increasing class of wealthy tenants who desire to find a residence in close proximity to the business quarter of Bombay and to enjoy the amenities offered by the vicinity of a sea frontage open to the prevailing breezes for the greater part of the year, the B. B. & C. I. Railway will be required in its entirety, *i. e.*, to Colaba station, to serve the new quarter of Bombay that will thus come into existence. A line of railway, probably to be electrified in course of time, passing behind such a quarter, will not be open to the objections that now apply to a train service cutting off the south Fort section from the sea. The Governor in Council feels that it is impossible to ignore the inconvenience that would be caused to the travelling public by the removal of the stations south of Grant Road. The average daily traffic from local areas to these stations is given by the Agent, B. B. & C. I. Railway Company, in his reply to the Government reference.° The Chamber of Commerce is the only body in favour of the removal of the existing stations, and desire to substitute for the line south of Grant Road a service of electric trams. Government are of opinion that the traffic is too heavy to be adequately dealt with in this fashion and that great hardship would thus be entailed upon the large section of the population which now makes use of the existing railway. The removal of the Cotton Green from Colaba will doubtless reduce the passenger traffic to that station temporarily; but the reduction will be followed by an increase when the vacant land set free by the removal of the cotton is converted into a residential area.

* Colaba	5,151
Church Gate ...	17,869
Marine Lines ...	8,055
Charni Road ...	7,591
Total ...	39,666

11. The Governor in Council has thus decided that, while the present æsthetic objections to the retention of the line to Colaba are likely to be greatly modified as reclamation progresses, it is doubtful whether other means of communication which could be provided would offer such facilities as the existing line to Colaba for the handling of suburban traffic, now swollen by the steady development of areas in Salsette. The provision of adequate terminal accommodation for the B. B. & C. I. Railway, which will shortly

have to provide for the Sind and Delhi-Bara-Muttra traffic, is a matter of urgency.

12. It follows that the running of the long distance B. B. & C. I. trains into the Victoria Terminus will not be necessary. The new B. B. & C. I. Terminus at Colaba will provide more suitable accommodation for the long distance traffic than could be provided, even after a very heavy expenditure, by enlarging the present Victoria Terminus. A central terminus in a crowded part of a great city may give rise to serious traffic difficulties. It seems, moreover, from a careful perusal of the numerous reports on the future of the G. I. P. terminus, that all the available accommodation in that locality, including the compound of St. George's Hospital, may in course of time be required for the expanding traffic of the G. I. P. Railway, and that the combination of the B. B. & C. I. and G. I. P. long distance traffic in one station, even if enlarged to the fullest possible limits permitted by the area available, would deprive the G. I. P. Railway of a most valuable reserve for the requirements of the future. Any temporary convenience gained by such a measure would ultimately be outweighed by serious embarrassment due to want of adequate space at the Victoria Terminus. In this connection the Governor in Council is pleased to decide that St. George's Hospital should be removed from its present site as soon as a new building in a more suitable locality can be prepared and the existing site and buildings be disposed of.

13. The Governor in Council has perused with interest the various opinions expressed on the subject of the natural areas specially suited to the housing of the middle classes who visit the Fort daily and the labouring classes, including the mill-hands and other factory employes. Government have no intention of issuing any orders confining such classes to any particular area, as seems to have been anticipated in certain quarters. It is desirable, however, to remove the common fallacy that the prosecution of housing schemes in the north of the Island will reduce the demand for accommodation in the vicinity of the Fort. The well-to-do residents of Bombay desire to be housed on the west and south-west portions of the Island, as near the Fort as houses at suitable rents are available. The labourers and factory operatives must be housed close to the docks and factories so long as their hours of work and

rate of wages do not permit their travelling any distance to and from the scene of employment. They must thus live on the east and centre of the Island. It follows that the middle class worker who can afford to pay for transit will be forced to the north-west of the Island, and thence into Salsette. It is important that these tendencies should be kept clearly in view in preparing schemes for the reduction of overcrowding by an increase in house accommodation. With this view the Government have been investigating the condition of Salsette and will shortly publish a detailed scheme for its development.

14. An important question to which insufficient attention has hitherto been devoted is the construction of chawls for the accommodation of the working classes. At the time of the formation of the City Improvement Trust, it was estimated that a sum of 75 lakhs would be required for erecting sanitary dwellings for the poorer classes during the first 10 years of the Trust's existence. The Trust has now been 10 years in existence; but the sums hitherto expended on this object do not exceed 15 lakhs. His Excellency the Governor in Council is of the opinion that more rapid progress is now essential. The street schemes completed by the Board hitherto have resulted in the displacement of considerable numbers of the poorer classes. His Excellency the Governor in Council is not satisfied that the dwellings erected by the Trust for their occupation are nearly adequate to meet the growing demand for such quarters, which has been progressively accentuated by the development of Bombay. It is desirable that a vigorous policy for providing such chawls should be adopted forthwith. The accommodation should be provided in the east, north-east and central portions of the Island, in the vicinity of the docks, factories and workshops. To this the Governor in Council attaches great importance having regard to the moral and physical advantage which good sanitary accommodation will confer upon the working classes, with consequent gain to the general health of Bombay.

15. There is practically a consensus of opinion on the part of all the bodies consulted that no special measures are necessary in regard to the provision of cheap workmen's trains or tramways. It seems that residence in close proximity to their work is essential for the labouring classes. The Governor in Council is not therefore prepared to take any action on this proposal.

16. Closely connected with the orderly and satisfactory development of Bombay Island is the alignment of streets to be constructed at some future date and the imposing of certain liabilities on landlords, including the necessity of building in conformity with the alignment, the bringing of sites to a certain level, the erection of houses of a suitable type and harmonious architectural design and the limitation of the area actually occupied by buildings to a certain proportion of the whole site area. In England and Germany, Town Planning Acts are in force for securing these objects. Bombay Island and Salsette afford striking evidence of the evils which have resulted from the absence of such an Act in these areas. The Governor in Council has, therefore, decided to introduce a Town Planning Act for the Presidency at an early opportunity. The drafting of an enactment of this nature should be taken in hand forthwith.

17. Thus, to sum up, the Governor in Council considers that the following measures should be adopted at once :—

(1) The erection of a large number of chawls for the accommodation of the poorer classes.

(2) The widening of Abdul Rahman Street.

(3) The linking up of Frere and Reay Roads.

(4) The removal of St. George's Hospital.

(5) The recovery from the Improvement Trust, after negotiation, of their rights of reclamation in Back Bay, south of Charni Road.

(6) The drafting and adoption of a Town Planning Act.

18. The following developments should follow later :—

(1) The removal of Love Grove pumping station from Worli.

(2) The provision of three broad arterial lines of communication running north and south, to be developed from the following existing thoroughfares :—

(*a*) Frere and Reay Roads to Sion.

(*b*) Abdul Rahman Street and Parel Road to Sion.

(*c*) Chunam Kiln Road and Gilder Street to Bandra Causeway through the Mahim Woods.

19. The schemes under consideration by the Improvement Trust including the east Agripada scheme, which is estimated to involve that body in a loss of over 40 lakhs, should now be reconsidered in order to bring the programme of operations in harmony with the decisions contained in this Resolution. The Governor in Council will be prepared to take such measures in the nature of legislation and in the direction of furnishing assistance to the Trust's finances as may be calculated to enable them to press forward vigorously those measures which lie within the scope of their operations. In this connection any measures which would tend to secure the co-operation of the mill-owners in providing quarters for their operatives should be taken into consideration at an early date.

20. His Excellency the Governor in Council is aware that in the replies received to the original reference, of which an abstract is appended to this Resolution, a difference of opinion has been expressed regarding the points dealt with in these orders. He believes, however, that a substantial measure of support is forthcoming for each of the decisions now arrived at. He trusts that those bodies who have expressed other views will realize the desirability of waiving their objections to the measures considered necessary by Government in the interest of the future welfare of the City of Bombay.

R. E. ENTHOVEN,
Secretary to Government.

To

The Chairman, City of Bombay Improvement Trust,
The Municipal Commissioner for the City of Bombay,
The Public Works Department,
The Revenue Department,
The Marine Department,
The President, Municipal Corporation, Bombay,
The Secretary, Chamber of Commerce,
The Chairman, Millowners' Association,
The Chairman, Bombay Port Trust,
The Agent, G. I. P. Railway Company,
The Agent, B. B. & C. I. Railway Company,
The President, Bombay Presidency Association,
The President, Indian Merchants' Chamber.

} By letter

DEVELOPMENT OF BOMBAY CITY AND THE IMPROVEMENT OF COMMUNICATIONS IN THE ISLAND.

Letter from the Secretary to Government, General Department, No. 7382, dated the 9th December 1907, to—

The Chairman, City of Bombay Improvement Trust,
The President, Municipal Corporation,
The Secretary, Chamber of Commerce,
The Chairman, Millowners' Association,
The Chairman, Bombay Port Trust,
The Agents, G. I. P. and B. B. & C. I. Railway Companies,
The President, Bombay Presidency Association, and
The President, Indian Merchants' Chamber.

"I am directed by His Excellency the Governor in Council to address you in connection with the numerous important schemes for the development of Bombay City and the improvement of communications in the Island that are now under consideration.

"2. I am to refer, in the first place, to the difficulties that have arisen and which are daily forcing themselves more prominently into notice owing to the absence in the past of any comprehensive and well-considered scheme for the development of Bombay Town and Island. As illustrations of this grave defect, it may be observed that the railways cut through the main lines of road communication leading out of the Island in such manner as to very seriously inconvenience all traffic on these thoroughfares. A remedy has recently been suggested for the obstruction thus caused by the erection of overbridges at considerable expense. The railways have further been allowed to occupy both the eastern and western portions of Bombay, although concentration on one portion might possibly be desirable not only in the interests of the trade of the Port, but more particularly for the benefit of residential areas. The B. B. and C. I. Railway carries cotton to Colaba, shutting off the Queen's Road from the sea, and necessitating the further transport of these large imports by bullock cart back through the Fort to the Docks. Further, adequate provision for the accommodation of the wealthy classes who require houses, either in the Fort or on Malabar Hill

and its vicinity, is no longer available. The result has been a rise of rents in recent years that threatens, if it continue unchecked, to render Bombay as a place of residence more expensive than London, having regard to the nature of the house accommodation provided in the two capitals. Simultaneously, a marked increase has occurred in the rent paid by clerks and other members of the less wealthy class, who are now reduced to great straits in their endeavour to house themselves at a reasonable rate within reach of their daily objective. It is impossible at present to admit that the rents paid by either of these classes are such as might reasonably be expected for a town of less than one million inhabitants, occupying an island 11 miles in length. In the opinion of His Excellency the Governor in Council rents have been unduly increased by absence of adequate and suitable channels of communication, and by the resultant pressure on the area available. This general increase in the cost of house accommodation has seriously affected the working classes, who are now called on to pay from 3½ to 5 rupees monthly for a small apartment. As a result, hardship and insanitary overcrowding are inevitable.

"3. These general remarks, it may be admitted, merely summarize matters of common knowledge. In the light of such knowledge, the City Improvement Trust are considering schemes for broad thoroughfares and the development of areas in the north of the Island. The Port Trust, in connection with the new Docks scheme, is concentrating railway traffic on the eastern foreshore. The Bombay Municipality are contemplating special expenditure on the broadening of existing roadways. The Millowners' Association has on numerous occasions discussed schemes for housing the mill operatives.

"4. It is at this point that His Excellency the Governor in Council considers that special action is required in order to ensure that the efforts of all the great local authorities may be directed towards the best solution of the problems that are arising. I am to remark that the adoption of a settled policy, governing the general plan of all development for the next 20 years appears to Government an urgent necessity, if errors that have been patent in the past are not to be repeated. I am briefly to explain what, in the opinion of Government, the nature of the required policy should be.

"5. The development of Bombay involves three main questions of leading importance. These I am now briefly to describe.

"6. It appears in the first place necessary that an attempt should be made to divide the Island into natural areas for the accommodation of the upper, the middle and the lower classes with special reference to occupation. It is not intended to suggest that these three classes can be settled entirely in different compartments. But it is essential that they should, as far as possible, be localized; otherwise the interests of one class will suffer by the intrusion into areas suitable for them of residents of another. As an instance, I am to refer to a scheme for the development of the Mahim woods. If the wealthier classes are to be attracted to this neighbourhood from the Fort, with its vicinity, and Malabar Hill, now almost fully occupied, the cost of residences in the locality will become prohibitive for others. A first class residential area being needed to supplement the Fort, with its vicinity and Malabar Hill, it has now to be decided whether this can be most suitably provided, in the interest of the whole population, by the reclamation of a considerable area from Back Bay, or by the prosecution of schemes for developing such areas as the Mahim woods. Here evidently a well-defined and clearly thought out policy is essential. Similar need exists for defining the residential areas to be allotted to the middle classes of the office clerk type and to the mass of working men in Bombay.

"7. In the second place, following on the decision of this first question, the channels of communication must be arranged. At present, Bombay Island presents the extraordinary anomaly of rice being cultivated and buffaloes grazing within a few miles of land selling at Rs. 150 per square yard, while the bulk of the population is herded together in the south and centre of the town. No measures professing to deal with the housing question in the case of the bulk of the population are likely to prove of any value unless preceded by a broad and well reasoned scheme of main and subsidiary thoroughfares. Nor can due advantage be taken of the recent acquisition of rapid means of transit on the Bombay Electric Tramways until such a scheme has approached completion. The erection of a few large chawls in one or two selected localities is of little value until the general level of rents for the poorer classes has been brought under control. This control can be asserted by the construction of such thoroughfares.

"8. Thirdly, when the population has been distributed in the fashion suggested and the areas allotted to them rendered available by the construction of adequate roadways, it remains to be decided what method of travelling is most suitable. At present the railways bring the public into the Victoria Terminus and Colaba by lines which converge at Parèl. To a comparatively small extent, the City lying between those lines is served by the recently electrified tramways. Given a complete scheme of distribution for the population, and the necessary thoroughfares rendering the City accessible, it is for consideration whether the railway sphere, after the junction of the two lines, cannot most economically be restricted to the existing lines running into the Victoria Terminus, and discharging passengers in the heart of the business centre of Bombay. For the rest, tramways and motor routes may prove suitable and adequate and the travelling public would tend to distribute itself along the lines of such means of communication as best fitted their economic position.

"9. The Bombay City Improvement Trust have already performed valuable public work by removing certain small insanitary areas by developing their properties in the Fort and its vicinity, by constructing some east and west thoroughfares, and by one small reclamation. After 10 years of useful activity the Trust are now approaching the inception of certain large schemes which are likely to engage their full resources for a period of some 20 years.

"10. His Excellency the Governor in Council is anxious that the larger schemes now under contemplation may bear the impress of a reasoned policy of expansion on the lines indicated above. With a view to ensure that this policy may be framed in accordance, so far as may be possible, with the various interests of the Municipality, the Chamber of Commerce, the Millowners' Association and the Port Trust, I am to invite, for His Excellency's cosideration, a full expression of

the views of the { Trustees / Corporation / Chamber / Millowners' Association / Trustees / your views } on the points summarized below :—

(1) With the object of adding to the areas available for occupation by the wealthy classes, is it desirable—

(a) to prepare schemes for the construction of residential areas in north of the Island.

(*b*) to effect reclamations in Back Bay ; or

(*c*) to utilize Trombay,

or to adopt more than one of these remedies simultaneously ?

(2) What are the immediate needs of the City in regard to channels of communication ? Should these be met by the widening of Abdul Rahman Street and other means aimed at providing broad northern and southern thoroughfares through the length of the Island ?

(3) Is it desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay ?

(4) Can the local railway traffic be brought from Parel into the Victoria Terminus in future, along the existing G. I. P. route from Parel, thus enabling the B. B. & C. I. Railway to be dispensed with from Grant Road onwards, or should the present B. B. & C. I. line be retained for the purposes of local traffic as far as—

(*a*) Marine Lines,
(*b*) Church Gate,
(*c*) Colaba ?

(5) Assuming the existence of free and rapid communication by rail, tramway or otherwise, and the construction of two arterial thoroughfares running north and south, what areas on the Island are specially suited to the housing of—

(1) the middle classes who visit the Fort daily for employment ;

(2) the labouring classes, including the mill-hands and other factory employés ?

(6) What special measures are necessary or desirable in the nature of the provision of cheap workmen's trains or workmen's tramways to enable the labouring classes to be cheaply accommodated in the less frequented portions of the Island, where land is available on easy terms. Assuming that cheap fares can be arranged for traffic between certain hours, will the working classes be able to pay these fares and a rent adequate to give a reasonable return on the capital invested in accommodation schemes ?

His Excellency the Governor in Council would welcome an early expression of

the views of { your Board / the Corporation / your Chamber / your Association / your Board } on these points, in order that the policy which may be adopted should, so far as possible, be shaped in accordance with those views." / your views

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SUMMARY OF REPLIES RECEIVED TO THE GOVERNMENT LETTERS.

I. With the object of adding to the areas available for occupation by the wealthy classes, is it desirable—

(*a*) *to prepare schemes for the construction of residential areas in the north of the Island* ;

(*b*) *to effect reclamations in Back Bay* ; *or*

(*c*) *to utilize Trombay* ;

or to adopt more than one of these remedies simultaneously?

I (*a*).

The Chamber of Commerce are of opinion that all three projects deserve consideration. They however doubt whether the developments in the north of the Island would be very attractive for the wealthier classes. They consider that for the less wealthy classes a large development at Mahim would be popular, if the proposed electric railway could be planned to connect Mahim with the new trade centre at Mazagon and with the centre of the Fort.

2. The Millowners' Association, the Indian Merchants' Chamber, the Bombay Native Piece-Goods Merchants' Association, and the Agent, B. B. & C. I. Railway Company are of opinion that the utilization of the Mahim Woods should be first undertaken, but not on any sectional basis. The Indian Merchants' Chamber remark that the poorer and lower middle classes would prefer to live on the eastern side, so as to be as near as possible to the railway station and the bazar, while the well-to-do and upper classes would naturally prefer the western side. The Agent, B. B. & C. I. Railway, con-

by the middle classes, while the area north of the Fort and lying between the G. I. P. Railway and the east coast of the Island seems admirably suited for the accommodation of the labouring classes. He is also of opinion that Government and the large public bodies should undertake the housing of their employés in suitable localities.

3. The City Improvement Trustees are of opinion that a lowering of the present somewhat excessive rents can be expected in Bombay by the development of the areas in the north of the Island. They consider that the extensive areas in Mahim and Dharavi to the west of the G. I. P. Railway line should be developed with the object of providing here a convenient residential district for *all* classes. They fear, however, that the opinion, which is widely held that the existing system of disposing of the sewage of the City by pumping it into the sea at Love Grove is productive of serious nuisance in these northern areas, may operate to prevent this becoming the popular quarter which its natural position should make it; and it is, in the opinion of the Board, very necessary that an enquiry into this matter should be held. The Trustees believe that it would be quite feasible to utilize the pumping power at Love Grove for raising the sewage into a main gravitation sewer which would convey it out of the Island to the north-east, where it could be disposed of by modern methods. They state that this measure would not only meet the objections which are raised to the existing arrangements, but would also render available a valuable area for high class residences on the western face between Mahalaxmi and Worli.

4. The Municipal Corporation are of opinion that if the existing sewage outfall is removed from Worli, as represented by them to Government in 1892, the areas between Mahalaxmi and Worli, which are beautifully situated and receive the full benefit of the sea-breezes would be made available for residential development and the natural expansion of the City.

5. The City Improvement Trustees also recommend the removal to the mainland of the tanneries at Dharavi.

6. As an alternative to a costly scheme for Mahim and Dharavi, which would necessitate the acquisition of all the properties comprised therein, the Board suggest that statutory powers may be conferred

on the Improvement Trust (or on the Municipality when their by-laws are adequately amended) to make and enforce town extension plans on the lines of the enactments which are in force in Germany with such excellent results. They think that the west central portion of the Island could also be thus dealt with and its future secured against improper and ill-considered development.

7. The land-owners, residents, and rate-payers of the Mahim Woods invite attention to the two representations made by them to Government in 1900 and 1904 on the subject of the then proposed acquisition of the Mahim Woods by the City of Bombay Improvement Trust. They protest against the acquisition of the Mahim Woods on the following grounds :—

(1) That if the woods are required, the owners of palm trees from which toddy is drawn will lose about Rs. 20,10,000 a year, and Government from 12 to 15 lakhs of rupees per annum, on account of tapping licenses. The capitalized value of these palm trees to the owners thereof at 4 per cent. will be Rs. 5,10,00,000, exclusive of the value of land, tenements and buildings, and to Government roughly about Rs. 3,50,00,000. The sum total of the capitilized value of these trees, according to the memorialists, is Rs. 8,60,00,000. Besides, Government receive about 3 lakhs a year as license fees from distillers who have their stills in the Government distillery at Dadar.

(2) That Bhandaries, Vadvals, Vapakeries, who with their families number about 30,000 souls, as well as lessees of toddy yielding trees, toddy spirit distillers, licensees of toddy spirit shops, keepers of pure toddy selling shops, and tree-foot booth-keepers, will lose their livelihood.

(3) That about 150,000 persons, who are either the permanent or temporary residents in these Woods, will be rendered houseless.

(4) That the Mahim Woods, if not acquired, would afford shelter to about a lakh of persons who will be displaced by the Matunga, Sion and Naigaum Schemes.

(5) That the owners of the palm groves, who will be displaced, will be unable to find good homes as before, or as good means of livelihood.

(6) That most of the progenitors of the permanent inhabitants of the Woods were induced by promises given to and covenants entered into with them by Government to settle on the numerous islets which now form the City, and that Government ought not to exile their descendants.

8. The memorialists state that, if the reclamation of the Back Bay be put into execution, the Mahim foreshore will suffer considerably; but they are prepared to submit rather to the comparatively small sacrifice that would be entailed on a few by the reclamation than have the lands and properties of all in the Mahim Woods compulsorily acquired, as that would result in greater misery to a much greater number. They suggest that if the reclamation of the Back Bay be not feasible, enquiries may be made whether a large strip of the Mahim Bay between the Worli and Mahim Forts, which is very shallow, could not be reclaimed with advantage at little expense and utilized for building sites. They observe that, if this suggestion be favourably entertained, the area reclaimed would be equal in size to the area covered by the Mahim Woods, and that it would thus obviate the necessity of cutting down the woods to provide the accommodation sought.

9. The memorialists further state that there is no necessity for providing more building space for the wealthy. They believe that there is enough space available for the poor and middle classes within the City and within easy reach of the business quarters where these people are employed or work for their living. They are of opinion that the condition of land at Mahim being suitable for its development by private enterprize, the Improvement Trust should, under no circumstances, be permitted to acquire the same compulsorily to the detriment and ruin of the present owners. They think that the Woods could be made more attractive, and individual efforts and private enterprize could be invited to develop the same, if Government were to call upon the Municipality to carry out their schemes for the widening of the existing streets and the cutting out of the new ones, which have been held in abeyance since the creation of the City Improvement Trust.

10. The Trustees of the Port of Bombay state that the adoption of the Port Trust Scheme for the Harbour Branch Railway and the connected proposals for establishing the cotton and grain and seed

and probably other trades in large depôts at Mazagon will lead to the concentration of the whole of the railway goods traffic into and from the Docks to the eastern side of the Island. They observe that the line of road extending from the Mint to the Matunga Leper Asylum comprising the Frere Road, the Reay Road and the extension thereof to Sewri (now in progress) and the further extension northwards to the Leper Asylum, which is a project of the future, forms the western boundary of the zone of the City which must be regarded as wholly appropriated to the requirements of Trade. They remark that negotiations are in progress for the transfer to the Board of the portion of this area north of Sewri, while south of Sewri the whole of the area is owned and controlled by the Trustees with the exceptions noted in the margin.

(1) Wadi Bunder Goods and Stores Yard east of the line of the Frere Road.
(2) The British India Steam Navigation Company's Dockyard, Mazagon.
(3) The Viegas Patent Slip, Mazagon.
(4) The P. & O. Steam Navigation Company's Dockyard, Mazagon.
(5) The Harbour Defences Yard, Mazagon.
(6) The Framji Petit Mill Premises, Mazagon.
(7) The Hindu Burial and Burning Ground, Tank Bunder.

11. With regard to the excepted foreshore properties above referred to, the Trustees state :—

"It has been agreed that the Wadi Bunder Yard, east of the line of the Frere Road, is to be transferred to the Trustees in exchange for other lands, while the two dockyards and the Viegas Patent Slip are held by private companies on lease, and there is no present necessity to disturb their occupation. The Harbour Defences Yard is now of little or no use for military purposes, and has been scheduled by the Military Lands Committee of 1904 for relinquishment by the Military and to be handed over to the Port Trust. It was the original intention of Government that this property should be vested in the Board along with the other foreshore properties. Its transfer was for the time being delayed for special reasons. Part of the premises has already been made over to the Trustees for the railway line and overbridge, and it is now very urgently necessary that they should obtain possession of the remaining area owing to the pressure on space for the accommodation of Bunder traffic, due to Mody Bay being wholly occupied by the new docks. The Trustees are ready to treat for its acquisition either by purchase or by an exchange of land. The two remaining premises, the

Petit Mill and Burning Ground are serious obstructions to future desirable developments, but no means of acquiring them at present suggest themselves. The site of the Mills is Port Trust property, but has been leased for a long term of years."

12. The Trustees point out that the arrangements already concluded for the new trade depôts and railway connections therewith and with the dock make ample provision for the trade in these respects. The cost, which is very heavy, will be borne entirely by the Trustees; and the Board have undertaken this liability on an understanding with the Railway Companies that there shall be no competition. The Trustees, therefore, are of opinion that no extension of the existing Railway Goods Yard, west of the Frere Road, should be allowed, unless it can be shown to be necessary for the receipt and delivery only of goods which will not use the Mazagon Depôts.

I. (*b*).

13. The Chamber of Commerce state that if it is decided to effect reclamations at Colaba and of Back Bay and to remove the railway along the sea-front south of Grant Road, a fine residential crescent could, if the reclamations are well planned out, be built up the sweep of Back Bay.

14. The City Improvement Trustees are of opinion that a lowering of the present somewhat excessive rents can be expected in Bombay by further reclamation, which will make additional areas available in the neighbourhood of the Fort. As far as provision of better class residences is concerned, the Trustees believe that a comparatively small area reclaimed from the sea would meet all requirements for many years to come, and might effect some lowering of rents by reducing the value of land.

15. The Trustees are against large reclamations in Back Bay. They state that having regard (1) to the fact that the Board have already, under the sanction of Government, embarked on two extensive suburban schemes between Dadar and Sion; (2) to the great desirability of systematically developing the remaining areas of Mahim and Dharavi; and (3) to the fact that there is no immediate need for an extensive reclamation at Colaba, the schemes for the development of the areas in the north of the Island should first be taken in hand, the question of any further reclamation to the west of Colaba being placed in abeyance until its necessity is clearly established.

16. The Municipal Corporation remark that a considerable addition to the available accommodation for the wealthy classes is being made on the Colaba Reclamation of the Improvement Trust, and that there is building land still available for a good class of residences at Chowpatty and at Gamdevi in the Improvement Trust Scheme No. IV. They observe that they look forward to the time when the existing sewage outfall shall be removed from Worli, in which event the magnificent sea-front from Mahalaxmi to Worli would be made available. In these circumstances, they are of opinion that any idea of extensive reclamation in Back Bay for this purpose would be at the least premature.

17. The Agent, B. B. & C. I. Railway Company, is in favour of the reclamation of Back Bay. The Indian Merchants' Chamber, the Millowners' Association, and the Bombay Native Piece-Goods Merchants' Association are against such a reclamation scheme.

I. (*c*).

18. The Chamber of Commerce strongly recommend that a scheme for the development of Trombay be taken in hand at once. They urge, however, that if a Trombay scheme is developed, Government should control the building operations, so that the area may not be spoiled for residential purposes.

19. The Municipal Corporation, the City Improvement Trustees, and the Agent, B. B. & C. I. Railway, are of opinion that the question regarding the development of Trombay need not be considered at present. The Bombay Native Piece-Goods Merchants' Association, the Indian Merchants' Chamber and the Millowners' Association are of opinion that the development of that Island should be left to private enterprise.

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11. *What are the immediate needs of the City in regard to channels of communication? Should these be met by the widening of Abdul Rahman Street, and other means aimed at providing broad northern and southern thoroughfares throughout the length of the Island?*

The Chamber of Commerce are of opinion that the Frere Road should be extended without delay into the Reay Road, and that the Queen's Road would be a much more useful thoroughfare as a main route to the northern parts of the Island if it could be extended in

the direction of the Grant Road station, but that neither of these roads would be so useful as one driven right through the heart of the native town. They, therefore, recommend the development of Abdul Rahman Street. The Chamber express a hope that, if a scheme of this kind is decided upon, the road will be a broad avenue or thoroughfare of much greater width than any of the new roads which have lately been cut through the Island from west to east, amply sufficient, in fact, for pedestrian and wheeled traffic and double tram rails.

2. The views of the Agent, B. B. & C. I. Railway Company, with regard to channels of communication are contained in paragraph 3 of his letter No. 2285-W., dated 15th February 1908, which is quoted below :—

"3. The enquiries in paragraph 10 (2) of your letter are seemingly limited to road communications ; but it is perhaps advisable in discussing the points raised to include lines of railway. North of Back Bay, the Island is about 3 miles across, while south of Victoria Terminus its width varies from about a mile to a little over 100 yards, Colaba Point being about three miles south of this station. The ideal positions of the railways serving the areas to the north of Victoria Terminus would seem to consist in two lines traversing the Island longitudinally, and equally dividing its width, while south of this point, requirements would be met by one line terminating about a mile from Colaba Point. Unfortunately, as things now are, the two railways are close to each other between Matunga and Chinchpokli, thus serving the same districts, and forming a serious barrier to road traffic between the east and west side of the City. If the G. I. P. Railway had been aligned so as to pass about a mile to the east of Parel station, not only the obstruction to vehicular traffic would have been greatly reduced, but the demand for an overhead railway to serve Sewri would never have been raised. With regard to this last project, it is difficult to see how it can ever secure sufficient traffic to pay any reasonable dividend on the very large amount of capital which must be expended on its construction ; and, consequently, it does not seem safe to assume it as coming within the sphere of practical politics. The alignment of the B. B. & C. I. Railway south of Grant Road is a second departure from the ideal

system of railways indicated above; but in this case the fault may be remedied in a large measure by reclaiming Back Bay. Reverting to the question of public roads, there is no doubt that wide thoroughfares, giving access between the northern and southern portions of the Island, are urgently needed. I am not in a position to particularize the routes such thoroughfares should take, but obviously Abdul Rahman Street is one of the first roads which should be widened. It further appears desirable to connect the Island of Bombay with the mainland by a really good road, and so induce the wealthy classes who can afford motors to reside outside the Island."

3. The Trustees for the Improvement of the City of Bombay state that they recognise that the full value of the projected suburb in the north of the Island cannot be realized without increased facilities for direct and rapid communication with the business quarters, and that their policy has been to advance this on every possible opportunity. They consider that the immediate needs of the City will be served—

(1) by satisfactory connection between the Frere and Reay Roads;

(2) by the widening of Abdul Rahman Street;

(3) by the construction of the portion of the western artery from Bandra Causeway to the southern limit of the Board's East Agripada Improvement Scheme at Sankli Street, where it will have connection with the central artery at the foot of the southern approach to the Byculla Bridge; and

(4) by the provision of a road northwards from Sandhurst Road in the line of Chunam Kiln Road (where widening is urgently required) which will afford a valuable route northwards *via* Gilder Street.

They are also of opinion that eventually the following wide north and south thoroughfares will be necessary:—

(*a*) An eastern artery to meet the requirements of the Port, following the Frere and Reay Roads and their extension to Sewri and probably connecting with the central artery south of Mahim Chord Railway line.

(*b*) A central artery along what is now the main thoroughfare of the City from Sion Causeway along Vincent, Soparibaug and Parel Roads and Abdul Rahman Street to the Crawford Markets and the Hornby Road.

(*c*) A western artery giving clear access to the Bandra Causeway through the Mahim Woods.

4. The Millowners' Association, the Indian Merchants' Chamber and the Bombay Native Piece-Goods Merchants' Association are not in favour of widening Abdul Rahman Street, as in their opinion the channels of communication, as at present existing, are ample for the immediate needs of the City. The Millowners' Association, however, recommend the improvement of the Frere Road, which runs straight from south to north, by extending it as far north as may be deemed necessary.

5. The Municipal Corporation suggest (1) the widening of Parel Road and its extension as a wide thoroughfare from Pydhonie to the neighbourhood of Arthur Crawford Market; and (2) a wide thoroughfare running south from the Bandra Causeway through the Mahim Woods and probably bifurcating to debouch upon the Esplanade Road and upon Girgaum. The Corporation remark that they have not the necessary material before them to express a definite opinion as to the precise line which should be followed south of Pydhonie; but they consider that the widened thoroughfare should debouch in the vicinity of either the Paltan or Hornby Roads. Similarly, they are not in a position to lay down the precise line of the second or "western" thoroughfare, which, however, in their opinion, should present no difficulty in its more northern length, though the southern portion, which might take a line either through Kamatipura or along Duncan Road, must be difficult to locate and very costly to execute, and will probably require upwards of a generation to complete. The Corporation observe that the Improvement Trust system of roads in connection with the new Chowpatty overbridge will prove of great value in this connection when Chunam Kiln Road is widened.

6. The Chamber of Commerce are of opinion that a wide approach road between the Ballard Pier and Hornby Road is absolutely necessary, as the present approaches through Elphinstone Circle and Church Gate Street on the south and Fort Street on the north are quite inadequate as connections between the new pier and the

business centres of the City. The Port Trustees propose that there should be a wide road east of the present row of buildings connecting the Ballard Road (widened to 80 feet) with Fort Street, which is now 80 feet wide.

7. The Trustees of the Port of Bombay state that so far as the trade zone is concerned, communications north and south are sufficiently provided for by the roads already made or projected in the Port Trust zone along the east and in the northern limits of the City and by the further schemes the Trustees have in view. These include the widening of the Reay Road by 30 feet (*i.e.*, from 60 to 90 feet, or the same as the Frere Road) from Mazagon to the Kala Chowky,* and the construction of a new Road 100 feet wide, starting from the point in Mazagon at which the Dockyard Road joins the Reay Road, crossing the Harbour Branch Railway by an overbridge at Defences Yard and rejoining the main north and south roads near the new timber ponds at Sewri. They think that the only other provision which is apparently desirable in the matter of north and south roads is a connection betwen the north end of the road forming the western boundary of the trade zone with the central thoroughfare to be made by the Improvement Trust as part of their suburban schemes for the north of the Island. With regard to east and west routes, the Trustees attach great importance to the construction of a short length of a wide street connecting the west end of Ballard Pier with Hornby Road. They observe :—

* The Municipality have been asked by the Trustees to similarly widen their section of this road between Wadi Bunder and Mazagon.

"The new Sandhurst Road under construction by the Improvement Trust will sufficiently meet other requirements in this respect south of Mazagon. The Trustees are making provision for widening the continuation of this road from the foot of the east approach to Elphinstone Bridge to the Frere Road to 100 feet, and it seems very desirable that the Elphinstone Bridge itself should be widened on the completion of Sandhurst Road. It could, no doubt, be arranged to divide the cost in the same proportion as the cost of the Bridge was originally shared.

"The Victoria Road at Mazagon will become in the future a very important thoroughfare for traffic from the Cotton

Depôt and present Coal and Firewood Bunders to Byculla and districts to the west. It will cross the new line of railway by a bridge 80 feet in width, and the Trustees are making provision for widening the road within their boundaries, that is, eastward of Mount Road, to 80 feet. It is very desirable that the section between Mount Road and Parel Road should be similarly widened.

"Further north the present Kala Chowki Road sufficiently meets the requirements of the adjacent areas, and the most urgently necessary new line of road to meet immediately prospective developments is a wide road with easy gradients connecting Sewri village with the new Sewri Road at the south-west corner of the cemetery. There is to be a bridge across the railway line a little south of Sewri village, and this will be the direct route between mills which are located on the new Sewri Road and those in the district around Parel, and the new Cotton Depôt and the present Coal Bunder."

8. The Port Trustees point out the defects in the present provision of the means of rapid transit not only between the business offices in the Fort and the trade centres but also throughout the City. They are of opinion that either the urban or suburban traffic should be efficiently provided for, or that elevated or shallow underground lines should be worked electrically and carried along routes that will provide quick communication between outlying areas and the business centres. They think that the undertaking would involve a considerable outlay of capital; but that the welfare and development of the City would be so materially benefited that it would seem justifiable for the public bodies most directly interested to combine to assist such a project by some form of guarantee. They remark—

"As regards the route and alignment to be followed, the Trustees realize that it is of importance that the suggested new line should work in as far as possible with the existing railway lines. On the understanding that they are adapted to work electrically, there would be no apparent difficulty in such a combination. The route which naturally suggests itself is an overhead line starting from, say, Elphinstone Circle or the open

space in front of the Custom House adjoining, running parallel to the Frere Road along the Docks and through the trade zone to Sewri; branching thence to the north through the area comprised in the Improvement Trust Scheme V (connecting with the G. I. P. Harbour Branch at the cross road leading to Antop Hill or with the G. I. P. main line north of Matunga station) to the south side of the Bandra Creek, where it would connect with the B. B. & C. I. Railway. The existing B. B. & C. I. line, south of Grant Road, to be replaced by an overhead line which would follow the existing line or line of the Queen's Road to a point a little south of the Marine Lines station, whence it could be carried by a line skirting the Parade Ground to opposite the Victoria Terminus and be continued either *via* Fort Street or along the east side of the Parade Ground and by the new road to be made connecting Hornby Road with the west end of the Ballard Road, to rejoin the line from Elphinstone Circle, thus forming a complete circuit.

"The total length of new line to be thus provided would be approximately 11 miles, and the capital cost for an overhead electrical line throughout, including complete equipment, would probably amount to £1,375,000 exclusive of land. On the route suggested, the cost of land would not be a very expensive item, as for the length from Ballard Road to Sewri, say 5 miles, the Port Trustees would be prepared to give a right-of-way free of charge. It appears probable that £1¼ to 1¾ millions would cover the entire cost of the project.

"Judged by European examples, 1¾ millions is not a large sum for a City of the size of Bombay to spend on such a scheme. Hamburg, for instance, with a population of under 800,000, which already possesses a complete tramway system, is now spending over £4 millions on a circular railway, partly overhead and partly underground, 17 miles in length, the cost being enhanced by the necessity of acquiring valuable street properties to make way for the line.

"No reliable data are available for an estimate of the probable traffic on the line suggested, but there can be no question that it would be very considerable, and that the scheme is quite feasible financially with the co-operation of the two Railway

Companies, the Municipality, the Port Trust and Improvement Trust jointly, especially considering how lightly the City is at present taxed, the rates on property aggregating under 15 per cent. as against 19½ per cent. in Calcutta.

"The Trustees, as already explained, attach considerable importance to the complete scheme as a necessary means to the fullest development of the City. It would, in their opinion, solve the problem of what to do with the present railway along the Sea Face, as the urban and suburban traffic would be efficiently provided for. Whatever may be the decision as regards the complete project however, it seems absolutely necessary that the section from Elphinstone Circle to Sewri, with, possibly, a branch to Church Gate Street or Marine Lines, should be carried out in time to be ready for the opening of the new goods depôts and Cotton Green. The Chamber of Commerce, the Millowners' Association, the Bombay Cotton Trades Association and the Bombay Cotton Exchange Company have all laid the greatest stress upon the necessity for the provision of rapid means of transit between the Fort and the proposed trade centres as essential to the complete success of the Trustees' project, and they will feel bound failing any other agency to take steps for the construction of this line. The net liability to be incurred on this section, it is estimated, would not exceed Rs. 2 lakhs per annum, which the trade could well afford to pay in return for the great convenience it would be to the transaction of business. Whether the B. B. & C. I. Railway Company, which is chiefly concerned, could be induced to take up the project or the Tramway Company, or a separate private company be entrusted with the concession, is a matter for future consideration, but of its necessity, as a convenience in the interests of the trade of the Port, the Trustees entertain no doubt whatever."

9. The Port Trustees bring to notice certain requirements in connection with the future extension of the Dock accommodation. They ask, for the reasons mentioned in paragraphs 19 and 20 of their letter, that no project for any considerable extension of the present dockyard premises be entertained without careful consideration of the views set forth by them.

III. Is it desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay?

The Chamber of Commerce, the City Improvement Trustees and the Port Trustees are of opinion that it is desirable to adapt the Victoria Terminus for the reception of all main passenger traffic into Bombay. The Chamber observe that, if the present station is not large enough, it could no doubt be added to or a new terminus built for the purpose to the east, but that this change will involve the removal of the European General Hospital to a more suitable locality. They add that, if it is found necessary, long distance trains for the B. B. & C. I. Railway system could also be started from the Grant Road, to be connected with main line trains at Dadar or at any other point that might be convenient.

2. The Port Trustees remark that the dealing of long distance traffic at the Victoria Terminus will be greatly facilitated, if the urban and suburban traffic is provided for by an overhead line.

3. The Millowners' Association are not prepared to give any direct answer to the proposals referred to above, as they consider the adaptation of the Victoria Terminus for the purpose mentioned is primarily a question for solution by the two Railways concerned.

4. The Agent, G. I. P. Railway Company, states that it has already been recognized that the present terminal station is inadequate to cope fully with the existing long distance and suburban passengers and goods traffic, and that very considerable extensions will be necessary in the near future to enable the Railway Company to deal satisfactorily with its own traffic.

5. The Indian Merchants' Chamber and the Agent, B. B. & C. I. Railway Company, are not in favour of the proposal. The reasons of the Agent for not accepting the proposals are contained in paragraph 4 of his letter No. 2285-W., dated 15th February 1908, which is quoted below :—

> "4. It is difficult to see what advantages will be gained by adapting Victoria Terminus for the accommodation of the long distance passenger traffic into and out of Bombay. The relief afforded to the Colaba route would be infinitesimal, only 12 out of 196 trains per diem being affected, while the congestion

consequent on handling a heavy traffic of this description at one station would be productive of great inconvenience to passengers, road traffic, and Railway Administrations. For the accommodation of through traffic between different railway systems, a central station is unquestionably advantageous, but in the case of terminal traffic, distribution among conveniently situated stations is a far more satisfactory arrangement. Colaba and Grant Road stations undoubtedly serve public requirement, better than a single station at Victoria does or can. Colaba is a quarter of a mile nearer to the Yacht Club than is Victoria Terminus, while, as regards Malabar Hill, Grant Road has an advantage of about a mile and a half. It must also be remembered that the working of the long distance train service into Victoria Terminus would result in this description of traffic, previously handled at stations south of Dadar, having to be transhipped at that junction. As the bulk of the B. B. & C. I. Railway long distance passengers now use Grant Road and Charni Road stations, this interruption of through service would be productive of great inconvenience to the Indian travelling public, many of whom would be compelled to incur extra expense in consequence. Dadar would have to be converted into a large passenger transhipping junction, the cost of which would bring no additional earnings to the railway administrations concerned. Heavy extra expenditure would also be necessary at Victoria Terminus, as the B. B. & C. I. Railway would require separate platforms to enable its trains to be started and received at such times as were essential for the maintenance of its up-country connections, and not at such times as were convenient to the G. I. P. Railway."

IV. Can the local railway traffic be brought from Parel into the Victoria Terminus in future along the existing G. I. P. route from Parel, thus enabling the B. B. & C. I. Railway to be dispensed with from Grant Road onwards, or should the present B. B. & C. I. line be retained for the purposes of local traffic as far as—

(*a*) *Marine Lines,*

(*b*) *Church Gate,*

(*c*) *Colaba?*

The Chamber of Commerce are of opinion that local traffic should be diverted to the present Victoria Terminus or to an adjacent

station and that the B. B. & C. I. Railway should be stopped at Grant Road. They observe—

"This question is one that has been much discussed in the past, but the scheme tentatively put forward by this Chamber in 1904 of an electric railway on the eastern side of the Island with a central station in the Fort will, now that this railway seems likely to become a reality, to a very large extent solve the difficulties which have surrounded this question in the past. If, as is suggested, the electric line branches on the one hand to Trombay and on the other to Mahim, Bandra and surrounding districts, residents in these localities will much prefer to be brought either to the Victoria Terminus or by the electric railway to the central station in the Fort. There is therefore no need with a development of this nature to consider the B. B. & C. I. Railway so far as traffic is concerned from the northern parts of the Island and from Salsette. The passenger traffic from Grant Road to stations south and *vice versa* is no doubt of some importance, but, though perhaps not at the same low cost, it could no doubt be largely dealt with by electric tram cars. If the line along the sea face is removed, there would be ample room for a tramway track along the Queen's Road, widened as it would be into a broad avenue; and the new sea-face road would of course, when made, be left free for carriage and ordinary traffic. My Committee fully recognize that in a comprehensive scheme such as is now necessary some interests must suffer, but the point to be borne in mind, they consider, is the present and future welfare of the community as a whole, and if the electric tram car system can be thoroughly developed, all surplus needs will, by this means, be very effectively served."

2. The Agent, B. B. & C. I. Railway, states : —

Preliminary to a discussion of the desirability of terminating the B. B. & C. I. Railway short of Colaba, it should be remembered that in his contract with the Railway Administration, the Secretary of State has only reserved the right to resume possession of 'the line south of Church Gate station of Bombay to Colaba.' The decision to limit resumption to this section was arrived at after full consideration by Government of the questions now at issue, and in regard to which no new factor of importance has, so far as I am aware, been presented. In the

accompanying note on the provision of a passenger terminus for the B. B. & C. I. Railway in Bombay, the issues raised in paragraph 10 (4) of your letter have to a large extent been considered, and there is consequently no object in repeating the facts there stated. In this note I think I have shown that the local traffic of the B. B. & C. I. Railway could not be as conveniently carried by the G. I. P. Railway, supplemented by a tramway service, as it is now. It may, however, be well to emphasize the facts that, wherever the railway is terminated, extensive station and yard accommodation must be provided, and that any isolation of Grant Road from the stations south will deprive a very large number of people of all railway facilities.

"The appended statistics for the half-year ended 30th June 1907 of the passenger traffic handled at Bombay stations prove conclusively that immense inconvenience would be caused to the travelling public by any interference with the existing facilities provided by the B. B. & C. I. Railway. In studying these statistics the proximity of the stations at Elphinstone Road and Lower Parel to Parel and Currey Road stations on the G. I. P. Railway admits of the figures for the former two stations being neglected in estimating the effects of diverting the long distance traffic to the G. I. P. Railway route and of closing stations south of Grant Road. At the same time the considerable distances of Grant Road, Charni Road and Colaba stations from the G. I. P. Railway accentuate the inconvenience which would result from depriving these localities of the railway facilities now enjoyed. An important point disclosed by these statistics is that, although Marine Lines is the nearest B. B. & C. I. Railway station to Victoria, its local traffic is only about half that of Church Gate. Obviously, therefore, Victoria Terminus would not meet the public need as satisfactorily as Church Gate station does."

The Agent has given a statement showing the number of passengers who used the stations south of Grand Road during the half-year ended 30th June 1907, which gives an idea of the inconvenience which will follow the closing of the station specified.

3. The Municipal Corporation and the the City Improvement Trustees consider that it is not desirable to dispense with the B. B. & C. I. Railway line between Grant Road and Church Gate Street station,

having regard to its proved convenience, unless and until it is possible to electrify the line, or an equally efficient and economical substitute be provided. The Improvement Trustees consider that increased railway facilities will be required to cope with the increased traffic that must ensue from the development of the areas in the north of the Island. They are of opinion that the time is approaching when the urban and suburban traffic will have to be dealt with by an entirely different system from the long distance traffic. The Board think that electric railway of the elevated or underground type, which will effectually do away with the smoke nuisance, prevent all interference with cross traffic, and provide a rapid and frequent service at low rates, will become necessary in Bombay before many years have passed, and they accordingly suggest that the proposal to bring all local traffic from Parel and stations north of Parel into Victoria Terminus should not be seriously considered. They favour the removal of the B. B. & C. I. Railway line between Church Gate Street Station and Colaba, considering that with the removal of the cotton trade to the north of Mazagon and of the trooping arrangements to the new Alexandra Dock, the reason for its existence will be at an end.

4. The Millowners' Association, the Indian Merchants' Chamber and the Bombay Native Piece-Goods Merchants' Association are not in favour of concentrating all local passenger traffic at Victoria Terminus.

5. The Agent, G. I. P. Railway Company, states that the question referred to has already in one form or another been minuted and reported on from time to time, and in this connection he refers to the following extracts from his letter No. 16703, dated 4th October 1904, to the Public Works Department, Railway Branch :—

> "(*iii*) Whether through trains for passengers from and to distant stations should run to and from Victoria Terminus, provision being made for carrying travellers by sea to and from the deep sea pier and possibly disconnecting at Dadar or elsewhere passengers for Grant Road or other stations on the west.

"It is questionable whether the majority of long distance travellers over the B. B. & C. I. Railway would be convenienced were their trains to run into and out of Victoria ; but I believe it is quite feasible to effect that arrangement of traffic without inconvenience

to those desiring to use stations on the B. B. & C. I. south of Dadar. If the Trustees of the Port construct a deep sea pier, and it is freely used by passenger steamers and troop ships, railway communication with the pier being established, it seems inevitable that certain trains or parts of trains will pass from the B. B. & C. I. Railway on to the G. I. P. Railway at Dadar.

"(*iv*) Whether in the event of the previous questions being answered in the affirmative, the B. B. & C. I. Railway should stop at Church Gate or be continued to Colaba for suburban traffic.

"I take leave to suggest that the answer to this question cannot be based on those given to the previous ones. As I understand the proposal to abolish the railway terminus at Colaba emanates from different and more reaching considerations—the inability of the authorities to meet, or even contemplate meeting, strong and rapidly increasing interests between, say, Church Gate Street and that part of Colaba which is mainly used for military purposes. It is, I think, a question upon which individual opinions are valueless, and which demands the same treatment as was accorded to the Port Trust proposal to construct a harbour branch line, *i.e.*, a Government Commission.

"I submit that amongst other factors, the question whether it would be justifiable to stop the B. B. & C. I. Railway at Church Gate depends, in its proportionate degree, upon the possibility of reducing the use of the line south of that station, upon the strength, after consideration has been applied to the effects of such reduction of claims for the continuance of the present terminus, and on the weight of argument in favour of removing all railway facilities from Colaba; whether the interests of people residing at Colaba or frequenting that place on business are stronger than those which affect the public at large. I am extremely doubtful on this point.

"(*v*) Whether, for carrying out such arrangements as are indicated, single control of lines, south of point of junctions would be necessary, or whether they could be effected by co-operation of the two Railway Administrations.

"Whatever the arrangements may be for local or for through traffic, I consider that the existing system under which each Administration exercises control should not be disturbed.

"Earnest, sagacious co-operation, and a just appreciation of the fact that common interests are involved should suffice.

"(*vi*) Whether for suburban traffic there will be a substantial need that each Railway Administration should have running powers over the line of the other up to points outside the Island; and if so, to what points, and whether there would be any practical difficulty in carrying out such an arrangement.

"In my opinion public interests have long demanded that suburban passengers should be free to use both lines, and that both railways should have running powers over each other as far as say, Bandra and Kurla, to be exercised when necessary. The limits of such inter-railway suburban services should, as far as possible, be parallel, *viz.*, Victoria as against Church Gate, Sion as against Mahim Kurla as against Bandra, and the arrangements between the two railways should be so elastic as to permit of the extension of the services beyond Kurla and Bandra if found necessary. I do not consider that there should be any practical difficulty in arranging this."

V. Assuming the existence of free and rapid communication by rail, tramway or otherwise, and the construction of two arterial thoroughfares running north and south, what areas on the Island are specially suited to the housing of—

(1) *the middle classes who visit the Fort daily for employment?*

(2) *the labouring classes, including the mill-hands and other factory employés?*

The Agent, B. B. & C. I. Railway Company, thinks that the middle classes could best be accommodated in the neighbourhood of Mahim. The Chamber of Commerce consider that Mahim and the northern districts will be suitable localities for well-to-do clerks and others of the same class; They doubt very much if it will be possible to locate an area for this class of the community. They are very strongly of opinion that building and laying out of wide roads should be very carefully regulated in the outlying districts. The Indian Merchants' Chamber and the Millowners' Association suggest that the middle classes might suitably be accommodated on the eastern portion of the Mahim Woods. The latter body also thinks that

land right up to the west of the B. B. & C. I. Railway can be utilized for the same purpose. The Trustees for the Improvement of the City of Bombay are of opinion that the northern suburbs of Dadar, Mahim, Dharavi and Sion, and also Dhobi Talao, Bhuleswar, Khetwadi, Girgaum, and some part of Mazagon are suitable localities where the middle classes can be conveniently located.

2. The Chamber of Commerce are of opinion that as in a very few years the new trade depôt at Mazagon will be a very busy district, accommodation should be largely provided for the labouring classes in localities to the north-east of the Island of Bombay. The Agent, B. B. & C. I. Railway Company, thinks that the area north of the Fort and east of the G. I. P. Railway seems suitable for the accommodation of such classes. The Millowners' Association consider that the mill-hands, factory employés and labourers generally could adequately be provided for at Dadar and Matunga and north-east of the Island. The Indian Merchants' Chamber and the Bombay Native Piece-goods Merchants' Association suggest that chawls on the model of those built by the Improvement Trust in Princess Street may be built for the working classes, in E, F and G Wards. The latter Association invite attention to the absolute necessity and want of cheap residential quarters for the use and occupation of the working classes, and specially those engaged in the service of native traders, whose monthly wages range from Rs. 10 to Rs. 20 per month. They suggest that a provision similar to that made for the Mahars, Mahrathas, Konkanis, etc., in Scheme No. II and the Koliwada Scheme should also be made for the poor high class Hindus working on low wages, as well as for Mahomedans and Parsis. In the opinion of the City Improvement Trust mill-hands and dock-labourers should be located in the centre and eastern side of the Island, in Mandvi, Oomerkhadi, Tarwadi, Byculla, Mazagon, Chinchpokli, Parel and Naigaum, while Kamatipura, Khara Talao and Kumbharwada, must also continue to house large numbers of the working classes.

3. The Port Trustees state that it is desirable that the labour required in handling the trade at the docks and bunders and the new trade centres should be accommodated as conveniently near the spot as possible. They contemplate making the necessary provision for the requirements concerning the dock labour at their own expense. They have already provided quarters for some 1,900 men in all, and

have now before them proposals for largely increasing the accommodation. They hope also, as opportunity offers, to provide official residences for the officers of the superior staff.

4. With regard to schemes for the extension of the residential area of the City, the Trustees refer to possible reclamations in Mahim Bay. The foreshore vests in the Board and is an asset that they would be glad to realize in view of the many liabilities they are incurring in providing increased and improved accommodation for the trade of the Port.

5. The Corporation consider that the new overcrowded areas of the City will continue to be occupied by the poorer and working classes, who at present insist on accommodation contiguous to the scene of their daily labours. Except for the purpose of providing more extensive accommodation for this class in the neighbourhood of mills and large workshops, the main object to be aimed at should, in their opinion, be the removal from the centre of the City of the middle and more well-to-do classes, for whom Improvement Schemes Nos. V and VI and the vacant lands of Mahim and Dharavi will afford suitable and convenient areas. In the opinion of the Corporation the migration of these classes will entail also that of considerable numbers of domestic servants, shopkeepers, labourers and artizans.

6. The Corporation remark that the chief requirements of the City at present are;—(1) the removal of insanitary houses; (2) the abatement of overcrowding and the provision of house accommodation; (3) improved communication between the north and south of the Island; and (4) provision of stable accommodation. With regard to (1) the Corporation presume that the Improvement Trust will deal with insanitary areas in the same way as they have dealt with 1st Nagpada, and they urge the desirability of filling up the low-lying portions of the Island. With reference to (2), the Corporation differentiate between the overcrowding of houses on the area and the overcrowding of people in the houses, and believe the former to be the greater evil of the two. They observe that education inducing a desire for a higher standard of comfort and sanitation will gradually reduce overcrowding in houses, and that the time which must elapse before this result can be brought about renders it impossible to deal with this aspect of the question except in the very

limited manner attempted by the recent addition of Section 379 A (4) to the Municipal Act. They suggest that the attention of the Improvement Trust should, therefore, be particularly directed towards the lessening of the overcrowding of houses on the available area, and that to prevent a similar overcrowding of areas in the future, statutory powers are required to limit the proportion of area of a building plot that may be built over and to prohibit building on a plot of less than a fixed minimum area. Concerning the improvement of communication between the north and south of the Island, the views of the Corporation are embodied in the answers to question No. 2.

7. Regarding the provision of stable accommodation, the Corporation suggest for the immediate future that all milch-cattle stables should be concentrated in suitable localities north of Clerk Road, where their construction and sanitary condition can be carefully supervised. They hope that it may ultimately be found possible to relegate all these stables to places outside the limits of the Island, arrangements being made by the Railways for the regular running of milk trains. For bullocks employed in connection with labour carts the Corporation consider that stable accommodation should be provided towards the east and north of the Island, and that stables for horses must be distributed more or less throughout the City, the requirements of each Ward being fixed in consultation with the Commissioner, and a definite area in each Ward being selected, to which such stables might be rigidly confined.

VI. What special measures are necessary or desirable in the nature of the provision of cheap workmen's trains or workmen's tramways to enable the labouring classes to be cheaply accommodated in the less frequented portions of the Island where land is available on easy terms? Assuming that cheap fares can be arranged for traffic between certain hours, will the working classes be able to pay these fares and a rent adequate to give a reasonable return on the capital invested in accommodation schemes?

The Chamber of Commerce, the Millowners' Association, the Indian Merchants' Chamber, the Bombay Native Piece-Goods Merchants' Association, the Trustees for the Improvement of the City of Bombay, and the Agent, B. B. & C. I. Railway Company, are of opinion that no special measures appear necessary in regard to

the working of cheap workmen's trains or tramways. The Chamber of Commerce, however, think that powers should be reserved in any new traffic arrangements that may be entered into for workmen's trains, as cheap transit to the outlying districts may have an important bearing on the schemes now under consideration.

Schedule showing the proposals made in connection with the question regarding the development of Bombay City and the improvement of communications in the Island.

Proposal.	Supporters of the proposal.	Page of the Summary.
I.		
Provision of residential areas for wealthy classes.		
(a) Construction of residential areas in the north of the Island, involving—		
(1) Development at Mahim and utilization of the Mahim Woods for all classes.	Chamber of Commerce. Millowners' Association. Indian Merchants' Chamber. Bombay Native Piecegoods Merchants' Association. Agent, B. B. & C. I. Railway.	
(2) Development of Dharavi for all classes and removal to the mainland of the tanneries at Dharavi.	City Improvement Trust.	
(3) Utilization of a valuable area for high class residences on the western face between Mahalaxmi and Worli by effecting a change in the existing system of pumping the sewage into the sea at Love Grove.	City Improvement Trust and Municipal Corporation.	
Conferment on the Improvement Trust or on the Municipality (when their by-laws are adequately amended) of statutory powers to make and enforce town extension plans on the lines of the enactments in force in Germany in order to enable them to deal with the most central portion of the Island and to secure it against improper development in future.	City Improvement Trust.	

Proposal.	Supporters of the proposal.	Page of the Summary.
I.—*continued.*		
(*b*) Reclamation in Back Bay	Chamber of Commerce (recommending reclamation at the Colaba end of Back Bay and removal of the railway along the sea-front south of Grant Road).	
,,	City Improvement Trust (recommending the reclamation of a comparatively small area.)	
	Agent, B. B. & C. I. Railway.	
Reclamation of a large shallow strip of the Mahim Bay between the Worli and Mahim Forts, and its utilization for building sites instead of cutting down the Mahim Woods to provide the accommodation sought.	Land-owners, residents and rate-payers of the Mahim Woods.	
Reclamation in Mahim Bay	Port Trust.	
(*c*) Development of Trombay... ...	Chamber of Commerce (stating that Government should control building operations).	
	Bombay Native Piece-goods Merchants' Association. Indian Merchant's Chamber. Millowners' Association. } Stating that development should be left to private enterprise.	
II.		
Channels of communication.		
Widening of Abdul Rahman Street ...	Chamber of Commerce. Agent, B. B. & C. I Railway. City Improvement Trust. Municipal Corporation.	
Construction of a short length of a wide street connecting the west end of Ballard Pier with Bornby Road.	Port Trust. Chamber of Commerce.	
Provision of a wide road east of the present row of buildings connecting the Ballard Road (widened to 80 feet) with Fort Street (which is now 80 feet wide).	Port Trust.	

Proposal.	Supporters of the proposal.	Page of the Summary.
II —*continued.*		
Provision of a central artery along what is now the main thoroughfare of the City from Sion Causeway along Vincent, Soparibag and Parel Roads, and Abdul Rahman Street to the Crawford Market and the Hornby Road.	City Improvement Trust. Municipal Corporation.	
Extension of Frere Road into Reay Road.	Chamber of Commerce. City Improvement Trust. Millowners' Association.	
Extension of Queen's Road in the direction of Grant Road Station.	Chamber of Commerce.	
Construction of a "really good road" to connect the Island of Bombay with the mainland.	Agent, B. B. & C. I. Railway.	
Provision of a western artery giving clear access to the Bandra Causeway through the Mahim Woods.	City Improvement Trust. Municipal Corporation.	
Provision of a road northwards from Sandhurst Road in the line of Chunam Kiln Road (where widening is urgently required), which will afford a valuable route northwards *via* Gilder Street.	City Improvement Trust.	
Provision of an eastern artery to meet the requirements of the Port, following the Frere and Reay Roads and their extension to Sewri and probably connecting with the central artery south of Mahim Chord Railway line.	Do.	
Provision of a connection between the the north end of the road forming the western boundary of the trade zone with the central thoroughfare to be made by the Improvement Trust as part of their suburban schemes for the north of the Island.	Port Trust.	
Widening of the Elphinstone Bridge on the completion of Sandhurst Road	Do.	
Widening of the section between Mount Road and Parel.	Do.	
Provision of a wide road with easy gradients connecting Sewri village with the new Sewri Road at the south-west corner of the cemetery.	Do.	
Proposal that elevated or shallow underground lines should be worked electrically and carried along routes that will provide quick communications between outlying areas and the business centres.	Do.	

Proposal.	Supporters of the proposal.	Page of the Summary.
III.		
Adaptability of Victoria Terminus for main passenger traffic.		
Desirability of adapting the Victoria Terminus for the reception of all main passenger traffic into Bombay.	Chamber of Commerce. Improvement Trust. Port Trust.	
Prposal that, in order to facilitate the dealing of long distance traffic at the Victoria Terminus, urban and suburban traffic should be provided for by an overhead line.	Port Trustees.	
IV.		
Arrangements for local passenger traffic.		
Proposal that local traffic should be diverted to the present Victoria Terminus or to an adjacent station and that the B. B. & C. I. Railway should be stopped at Grant Road.	Chamber of Commerce.	
Provision of an electric railway on the eastern side of the Island with a central station in the Fort.	Do.	
Proposal that the passenger traffic from Grant Road to stations south and *vice versa* should be dealt with by electric tram cars.	Do.	
Provision of electric railway of the elevated or underground type.	Improvement Trust.	
Proposal that both Railways (G. I. P. and B. B & C. I. should have running powers over each other as far as Bandra and Kurla to be exercised when necessary.	Agent, G. I. P. Railway.	
V.		
Housing of middle and labouring classes:		
(1) Accommodation for the middle classes—		
(*a*) in the neighbourhood of Mahim...	Agent, B. B. & C. I. Railway.	
(*b*) in Mahim and the northern districts.	Chamber of Commerce.	
(*c*) on the eastern portion of the Mahim Woods.	Indian Merchants' Chamber and Millowners' Association.	
(*d*) in the northern suburbs of Dadar, Mahim, Dharavi and Sion, and also Dhobi Talao, Bhuleshwar, Khetwadi, Girgaum and some part of Mazagon.	Improvement Trust.	

Proposal.	Supporters of the proposal.	Page of the Summary.
V —*continued.*		
(*c*) in places comprised in the Improvement Schemes Nos. V and VI and the vacant lands of Mahim and Dharavi.	Municipal Corporation.	
(2) Accommodation for the labouring classes—		
(*a*) in localities to the north-east of the Island of Bombay.	Chamber of Commerce.	
(*b*) area north of the Fort and east of the G. I. P. Railway.	Agent, B. B. & C. I. Railway.	
(*c*) at Dadar and Matunga and north-east of the Island	Millowners' Association.	
(*d*) in chawls to be built in E, F and G Wards of the City on the model of those built by the Improvement Trust in Princess Street.	Indian Merchants' Chamber.	
	Bombay Native Piecegoods Merchants' Association.	
(*e*) (mill-hands and dock-labourers) in the centre and eastern side of the Island, in Mandvi, Omerkhadi, Khara Talao and Kumbharwada; working classes in Kamatipura Khara Talao and Kumbharwada.	Improvement Trust.	
Proposal that provision similar to that made for the Mahars, Marathas, Konkanees, etc., in Scheme No. II and the Koliwada Scheme should also be made for poor high caste Hindus working on low wages, as well as for Mahomedans and Parsis.	Bombay Native Piecegoods Merchants' Association.	
Desirability of filling up low-lying portions of the Island.	Bombay Municipal Corporation.	
Suggestion that the attention of the Improvement Trust should be particularly directed towards lessening the overcrowding of houses on the available area.	Do.	
Proposal that in future all milch-cattle stables should be concentrated in suitable localities north of Clerk Road where their construction and sanitary condition can be carefully supervised.	Do.	
VI *Provision of workmen's trains.*		
Suggestions that powers should be reserved in any new traffic arrangements that may be entered into for workmen's trains, as cheap transit to the outlying districts may have an important bearing on the schemes now under consideration.	Chamber of Commerce.	

APPENDIX S.

REFUNDS OF TOWN DUTY.

No. 27556 of 1908-09.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 12th December 1908.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to forward herewith a copy of the amended Rules in respect of payment of Refund of Town Duties submitted by me for the approval of the Standing Committee; and to invite any remarks the Chamber may wish to offer in respect thereof, so that they may be placed before the Sub-Committee appointed by the Standing Committee for their consideration.

A reply is requested before the end of January.—I have, etc.,

W. D. SHEPPARD,
Municipal Commissioner.

CHAMBER OF COMMERCE,
BOMBAY, 28th January 1909.

No. 66 of 1909.

The MUNICIPAL COMMISSIONER,
Bombay Municipality.

SIR,—I have the honour to acknowledge receipt of your letter No. 27566 of the 12th ultimo, together with a copy of the amended Rules in respect of payment of Refund of Town Duties, and to convey the thanks of the Committee for the opportunity given them of inspecting the proposed regulations.

It is stated that in these new rules no mention is made of any arrangement for direct transhipment of goods without production of documents, or levy of Town Duties (See Section B, Refunds, Rule IV, page 9 of old Rules).

I am directed to call your attention to the above, as it would appear that the absence of this regulation would be a considerable hardship to such merchants as are interested in direct transhipments of goods from sea to rail or *vice versa*.

In conclusion, I am also to add that it is felt that great care will in future be necessary to avoid any delay to merchants when stamping at the Docks is being carried out.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 1955.

BOMBAY PORT TRUST,
SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,
BOMBAY, 19th April 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

SIR,—I am directed to forward, for the information of the Chamber, copies of the marginally noted correspondence on the Amended Rules for the levy and refund of Municipal Town Duties, submitted by the Municipal Commissioner to the Port Trust for remarks.

Letter No. 27571, dated 12th December 1908, from the Municipal Commissioner to the Trustees' Traffic Manager, forwarding copy of the rules.
Letter No. 30-4462, dated 25th January 1909, from the Traffic Manager to the Secretary, Bombay Port Trust, reporting on the rules.
Letter No. 1954, dated 19th April 1909, from the Secretary, Bombay Port Trust, to the Municipal Commissioner.

2. It will be observed that the point to which the Trustees have confined their remarks is a matter that directly concerns the work of dealing with imports at the Docks and Bandars. The proposed additional weighment of goods would entail delay and inconvenience in delivery and clearance of goods.—I have, etc.,

J. TYERS,
Acting Secretary.

No. 27571 OF 1908-09.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 12th December 1908.

The TRAFFIC MANAGER, PORT TRUST.

SIR,—I have the honour to forward herewith a copy of the Amended Rules in respect of payment of refund of Town Duties, submitted by me for the approval of the Standing Committee; and to invite any remarks you may wish to offer in respect thereof, so that they may be placed before the Sub-Committee appointed by the Standing Committee for their consideration.

A reply is requested before the end of January.—I have, etc.,

W. D. SHEPPARD,
Municipal Commissioner.

No. 30-4462 OF 1908-09.

BOMBAY PORT TRUST,
TRAFFIC MANAGER'S OFFICE,
PRINCE'S AND VICTORIA DOCKS,
BOMBAY, 25th January 1909.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I have the honour to forward a letter No. 27571, dated 12th December last, from the Municipal Commissioner, together with a copy of the draft Amended Town Duty Rules, referred to therein, as also a copy of the existing rules. The Municipal Commissioner has asked for my remarks on the draft rules; but those rules are so far reaching, involve so many departures in the present rules, are so impractical and unworkable in many cases, that it would be as well for the Trustees to take the matter up. I am not aware whether the Chamber of Commerce has been also invited by the Municipal Commissioner to consider the draft rules; but if not, it would seem that the Trustees should call that body's attention to the matter, as the contemplated rules if carried into effect as they stand will, in working, most prejudiciously affect the interests and conveniences of the trade. As the Trustees, by virtue of collecting Town Duties at the Docks and Bunders and applying the Town Duty rules, stand between the trade and the Municipality, it wold appear that they would be correct in moving the Chamber on the subject.

2. It may be here pointed out that the existing Town Duty rules in force, so far as their application is possible, appear to have been drafted in 1877, about 32 years ago, or at a time when the conditions of trade and the volume of goods dealt with were absolutely different to what they are now. For instance, the Imports and Exports from the Port Trust's Wharves in 1876-77 and 1906-07 were as follows (some figures are not readily available) :—

		In 1876-77.		In 1906-1907.	
	Tons	Imports.	Exports.	Imports.	Exports.
Grain	„	105,005	167,955	336,000	215,000
Sugar & Jagree ...	„	25,995	...	156,498	243,000
Ghee	„	646	...	874	...
Timber & Firewood.	„	128,989	...	227,000	...
Wine and Spirits (approx.) ...	Gls.	577,988	...	1,025,702	...

It will be seen from the above that Grain in later years has expanded to three times the figures of 1876-77 and Sugar has expanded no less than 6 times. Now, the amended rules have been expanded in the direction of making it more difficult and troublesome for Merchants to obtain refund on goods exported and at the same time making the procedure for collecting the Duty so cumbersome and complicated as to be impracticable in the working. With the standardizing of sizes of bags in which bag cargo is imported and the enormous cargoes that have to be handled (Rice and Grain cargoes run sometimes to about 120,000 bags per vessel and Sugar cargoes to about 82,000 bags per vessel), it will be simply impossible to weigh 10 per cent. and otherwise to deal with time according to the amended rules owing to want of space in the transit sheds and to the rapidity of clearance. The amendment required should be in the way of simplifying the rules and giving every possible facility for Merchants to rapidly pay Town Duty and obtain refund on export of goods.

3. With regard to the draft rules.—I have, for the sake of convenience and ready reference, interleaved a copy and briefly remarked wherever necessary opposite each rule separately.

In addition to the remarks so made, I would like to point out generally that it seems desirable, in view of the enormous bulky cargoes requiring to be dealt with in modern days, the limited shed and wharf space available and the speed with which goods have to be handled and moved, that all operations in connection with the levy of Town Duty and working refunds should be simplified and facilitated as much as possible and that all over-lapping, unnecessary procedure and formalities be eliminated, consistently, of course, with due protection of Municipal interests.

4. With regard to the collection of Town Duty considered separately and as one point.—The present and also the draft new rules provide in the case of levy of Town Duty for the acceptance of weight and value of goods admitted by the Customs Department in the case of goods liable to Imperial Duty, but require 10 per cent. weighment of other goods. Now, the Dock and the Bunder Departments have, for the purpose of levying Dock and Bunder Wharfage—an item of say Rs. 34,00,000 per year (excluding rebate) to ascertain weight of goods. It stands to reason, therefore, that in the case of Customs dutiable goods, Customs admitted weight can be accepted for levying Town Duty, that it is quite reasonable to contend that in the case of goods liable to Port Trust charges, Port Trust admitted weight might in the same way be very well accepted for levy of the Duty also. By acceptance of Port Trust admitted weight, merchants would be saved an immense amount of trouble and expense in complying with the rules for weighment, etc. There would also be a great saving in time which is a matter of much importance. I would strongly recommend that the Municipality be asked to accept this principle in future and amend the Bye-laws accordingly.

5. With regard to Refund generally.—Having regard to the fact that in the case of Drawback of Customs Imperial Duty, the Customs (*a*) only allow a drawback of seven-eighths of the Duty originally paid; (*b*) a period of six months from date of export within which to submit claims for Drawback; and (*c*) a period of two years from date of import within which goods can be exported for claiming of

Drawback (See Sea Customs Act, Sections 42 and 51). It would seem that the present Town Duty rules might fairly be amended on similar lines, though perhaps not to the same extent with regard to time. At present, Municipal Town Duty Refund claims must be submitted within one month from date of export, and goods must be exported within 6 months from date of import to enable a claim for Refund to be made. It would be a great facility and convenience if the period of 1 month could be extended to 3 months and the period of 6 months be extended to 12 months. If only seven-eighths of Town Duty be refunded as is done in the case of Customs Duty, the retention of the one-eighth would more than compensate for the increased number of claims that might be presented owing to the extension of period to 3 and 12 months for presentation of claims and period from date of import within which goods can be exported.

6. Then, again, the procedure with regard to exports should seemingly be simplified as much as possible, that is to say, Port Trust weight for levy of Wharfage might be accepted as recommended in the case of Imports so as to save weighing operations. Marks on packages need not be closely considered so long as the goods being exported correspond in description verified by test, with the goods as originally imported. It has to be kept in view that with the exception of Ghee, all other Town Duty goods are not produced in Bombay, so that a liberal policy in giving facilities in the way of extra time and not paying too great attention to Marks, so long as description of goods is established, can very fairly be indulged in, more particularly, if only seven-eighths of Duty Paid is to be refunded.

With regard to Ghee.—This item is not only manufactured in Bombay, but, also much adulterated. The sealing of packages of Ghee as also general export procedure must therefore be barren of good result and associated with fraudulent claims. It would be much better if no refund at all were allowed on the article, more particularly, as the quantity exported bears a very small proportion to the quantity imported on which Town Duty is charged.

7. In the case of Wines and Spirits and Timber, it would also be as well to make no refund at all, considering that with them also, only a small proportion of the goods imported into Bombay are exported again. On referring to the Municipal Commissioner's Report for the

year 1906-07 (the latest available), the following figures appear showing the collections of Town Duty on the several items liable and the Refunds allowed on Exports, for the years 1905-06 and 1906-07:—

		Grain & Flour.	Sugar.	Wines & Spirits.	Beer.	Ghee.	Timber.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs
1905-06.	Collections...	6,25,446	14,37,309	2,87,664	59,510	2,85,365	1,91,044
	Refunds. ...	3,72,729	12,55,983	20,644	40,010	40,892	26,242
1906-07.	Collections ...	4,72,765	16,03,320	2,57,045	53,578	2,68,186	2,01,399
	Refunds ...	1,19,649	12,33,771	19,468	41,933	25,454	24,388

8. It will thus be seen that only in the 3 items of

Grain and Flour, Sugar & Beer,

are the exports very high, approaching roughly about three-fourths of the Imports. It would be quite correct to allow Refunds of seven-eighths on these 3 items and to give more time and facilities for claiming refund which would be a set-off against the retention of one-eighth.

9. With regard to the other items of—

Wines and Spirits, Ghee and Timber,

it will be seen that the proportion of Exports to Imports is so small that it would be possible to altogether abolish refund on the items without causing any appreciable hardship. It has to be kept in view that, owing to the present difficulties and trouble in the way of obtaining Refund, the entire process of obtaining Refund has passed into the hands of a few parties, who make it their sole business to traffic and deal in the export notes which they buy from the exporter for only a percentage of their Refund value. The purchasers of the documents then go to the trouble of complying with the set formula, obtain refund, and make a very handsome profit out of the transactions. The cream of the Refund thus goes, not to the Exporter merchant, but to the speculator who makes his business out of purchasing and dealing with the export documents. The system,

while it is most unfair to the trade, opens out a vast field for irregularity and trickery of all kinds, and it would be much better, in order to avoid it, for refund to be refused on all small items of export, such as those mentioned in the previous para, *viz.*, Wines and Spirits, Ghee and Timber, and for the grant of Refund on other items to be so simplified and made easy as to kill the business of the purchasers of documents; the trade would thus benefit. It seems a great pity that there should be an elaborate procedure and expensive Audit Establishment, the chief effect of which is to provide a few speculators with a large income which by rights should go to the merchants as refunds.

10. As the Municipal Town Duty Bye-laws are being revised, the present time is a suitable opportunity for a discussion of the entire question from a fresh point of view, as it seems quite possible to give the trade greater facilities and at the same time increase the Municipal Town Duty net receipts. It is hardly necessary to go at this stage into a consideration in detail of the suggestions for improvement indicated in the previous part of this letter; but it would be as well for the suggestions to be more briefly condensed and crystallized, so that the main issues and facts may be rapidly grasped. This will now be done. The suggestions offered for consideration are as follows:—

(*a*) That in making collections of Town Duty at the Docks and Bunders, Port Trust weight as admitted for levying Docks and Bunders Wharfage be admitted, the same as is done in the case of goods liable to Imperial Duty when Customs weight is accepted. That in certifying to exports of Town Duty goods, Docks' and Bunders' weight for levy of Port Trust charges be also accepted.

This course will dispense altogether with unnecessary weighments of goods and save the merchants much delay, expense and trouble, at the same time the Municipal interests will be quite safeguarded, as the Port Trust interests which have to be protected in the first place are greater than the Municipal interests.

(*b*) That Refunds should only be made on exports of Grain and Flour, Sugar and Beef and then to the extent of seven-eighths of the Town Duty originally paid.

(*c*) That 12 months' time from date of import of goods to date of export be allowed for admission of Refund on the three items mentioned in (*b*) in lieu of the six months as at present.

(*d*) That three months' time from date of export of goods be allowed for putting in claims in the case of items under (*b*) in lieu of the one month as at present.

(*e*) That in the case of certifying for refund goods being exported (items under *b*) description of goods as ascertained by Port Trust Officers should suffice without reference to marks on packages.

As the original Town Duty Bill gives quantity, there would be no risk of refund being passed in excess of quantity imported and charged Town Duty.

11. If the above points (*a*) to (*e*) be accepted as principles, there could be a redraft of the entire Bye-laws which might then be simplified and greatly abridged. The work of making Refunds would also be so simplified as to become a mere routine duty.—I have, &c.,

A. PANTON,
Traffic Manager.

No. 1954.

BOMBAY PORT TRUST,
SECRETARY AND CHIEF ACCOUNTANT'S OFFICE,
BOMBAY, 17th April 1909.

THE MUNICIPAL COMMISSIONER FOR THE CITY OF BOMBAY.

SIR,—With reference to your letter No. 27571, dated 12th December 1908, addressed to the Port Trust Traffic Manager, forwarding a copy of Amended Rules in respect of payment of Refund of Town Duties, the Trustees desire to ask reconsideration of the provision in the rules relating to the weighment of 10 per cent. of goods.

2. The rules provide in the case of the levy of Town Duty and also for refund for the acceptance of weight and value of goods admitted by the Customs Department in the case of goods liable to Imperial Duty. In the case of other goods an actual weighment of 10 per cent. is required.

3. I am to point out that the enforcement of this provision would greatly hamper trade and impede deliveries and clearances at the Docks and Bunders and entail extra expense and labour. The Port Trust Docks and Bunders Department have, for the purpose of levying Port Trust Wharfage charges (an item of about Rs. 24 lakhs per annum) to ascertain weight of goods; and I am to suggest that, for Town Duty purposes, the weight admitted by the Port Trust should be accepted without further weighment, and that the rules be amended accordingly.—I have, etc.,

J. TYERS,

Acting Secretary.

CHAMBER OF COMMERCE,

BOMBAY, 29th April 1909.

No. 381 OF 1909.

THE SECRETARY, BOMBAY PORT TRUST,

Bombay.

SIR,—I am directed to acknowledge with thanks your letter No. 1955 of the 19th instant, together with copies of correspondence on the Amended Rules for the levy and refund of Municipal Town Duties; and to say that the recommendation of the Port Trust is approved of by the Committee of this Chamber.—I have, etc.,

J. B. LESLIE-ROGERS,

Secretary.

APPENDIX T.

IMPORTATION OF SKIMMED MILK INTO BOMBAY.

CHAMBER OF COMMERCE,
BOMBAY, 3rd March 1909.

The SECRETARY, BENGAL CHAMBER OF COMMERCE,
Calcutta.

DEAR SIR,—The question of the adulteration of Tinned Foods has been brought to the notice of this Chamber. As it is understood that the Bengal Government have submitted a letter from Sir Charles Allen to your Chamber on this subject, my Committee would be obliged if you could kindly favour them with a copy of the above for their information.—I have, etc.,

J. B. LESLIE-ROGERS,
Secretary.

No. 355 OF 1909.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 8th March 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

TINNED FOODS.

DEAR SIR,—In reply to your letter, dated 3rd March, I have the pleasure to forward herewith a copy of the recent communication from the Government of Bengal in this connection.—Yours faithfully,

Letter No. 266-M., dated 10th February 1909, from the Government of Bengal, Municipal Department, and its enclosures.

H. M. HAYWOOD,
Secretary.

No. 266-M.

GOVERNMENT OF BENGAL.

MUNICIPAL DEPARTMENT,

MUNICIPAL BRANCH.

THE SECRETARY TO THE BENGAL CHAMBER OF COMMERCE.

Dated CALCUTTA, the 10th February 1909.

SIR,—I am directed to forward herewith a copy of a letter from the Chairman of the Corporation of Calcutta, No. $\frac{S}{I}$, 3656, dated the 20th January 1909, and of its enclosure, suggesting the desirability of marking certain classes of tinned foods with certain particulars before their importation into India. From the public health point of view it is believed to be desirable to carry out the suggestions contained in these papers, *viz.*—

(1) that condensed milk prepared from skimmed milk should be distinctly marked as such on each tin and that a caution should be affixed "not to be used as food for infants."

(2) that all tins hermetically sealed, and containing meat, fish, vegetables or milk intended for human consumption should bear the date on which each tin left the manufactory.

2. Before the matter is referred to the Government of India, I am to request that the Committee of the Bengal Chamber of Commerce will be so good as to favour the Lieutenant-Governor with an expression of their views on the subject. I am also to enquire whether the trades concerned would have any valid objection to these proposals, and if so, what objection.—I have, &c.,

C. A. OLDHAM,
Secretary to the Government of Bengal.

No. $\frac{S}{I}$ 3656.

THE SECRETARY TO THE GOVERNMENT OF BENGAL,
MUNICIPAL DEPARTMENT.

Dated CALCUTTA, the 20th January 1909.

SIR,—I have the honour to submit the accompanying letter from Dr. T. F. Pearse, Health Officer to the Corporation, and to request that His Honour the Lieutenant-Governor may be pleased to

forward the same to the Government of India for consideration. I agree with the Health Officer that condensed milk prepared from skimmed milk should be distinctly marked on each tin as having been prepared from skimmed milk, and also that each tin should be marked with a caution that this milk should not be used as food for infants. I also consider that it would be useful to compel manufacturers to mark each tin with the date of manufacture as this would largely prevent the importation and sale of old stock.—I have, etc.,

CHARLES ALLEN,
Chairman of the Corporation.

To—THE SECRETARY TO THE GOVERNMENT OF INDIA,
HOME DEPARTMENT.

THROUGH THE CHAIRMAN OF THE CORPORATION OF CALCUTTA.

CALCUTTA, the 14th January 1909.

SIR,—I have the honour to bring to your notice the dangers to health which arise from the importation into India of certain classes of tinned foods, more especially of condensed skimmed milk and of different kinds of meat.

(*a*) I understand that large quantities of skimmed milk are imported without there being any or sufficient indication on the cases or the tins that the milk is skimmed. This material is made from milk from which the fat has been abstracted and there is frequently sugar added more or less as a substitute. Besides being a fraud on the public, I have no hesitation in stating that such milk is of inferior quality and injurious to the public health if sold as condensed pure milk. It is especially injurious when sold for infants' food, as the fat of milk is a most essential component of milk as food for infants.

I would strongly urge that condensed milk prepared from separated or skimmed milk should not only be required to be distinctly marked as such, both on the cases and on the manufacturers' labels on the tins, but should have some such caution as "Not for use as food for infants" affixed or printed on the label. I am informed that in Cuba, the United States Government require the label to state that the milk is unfit for infants' food, and that in South Africa an almost prohibitive duty is imposed on condensed skimmed milk apparently with the object of preventing such milk from being imported and

used as food for infants. In Japan the Customs stamp all cases with the dates of import. As condensed skimmed milk is sold at a cheaper rate than the pure variety, it tends to outsell the latter in the bazars, the Indian public being ignorant of the great difference in food-value of the two kinds. I am not aware of any use to which condensed skimmed milk is put for which condensed pure milk is not equally applicable.

(*b*) Tinned meats are imported in every variety of condition. Sometimes the tins show manifest signs of decomposition of the contents by having become "blown." At others, though the tins appear to external appearances sound, they contain mouldy, sour or otherwise changed contents. In a third class blown tins are drilled to let out the contained gas and are then soldered up again. In nearly all instances the tins are old, and the point I would urge is that each tin should bear the date at which it left the manufactory.

This would largely prevent the importation and sale of old stock, whether in a doubtful condition or not (an old tin being always regarded with suspicion), and it would greatly facilitate the examination of stocks of tinned meats, as old tins would be collected together, sold as such, and would not be mixed up with recent stock. I need hardly refer to the dangers of tinned meat in an unsound condition. My proposal has for its object to facilitate the inspection and examination of tinned meats and to prohibit the sale of old stock thereby assisting to protect to a certain extent the public health.—I have, &c.,

FREDERICK PEARSE,
Health Officer.

No. 472 of 1909.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 23rd March 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—In continuation of my No. 355, dated 8th March 1909, I am now instructed to forward a copy of the marginally noted letter for your information.—Yours faithfully,

H. M. HAYWOOD,
Secretary.

Letter No. 470 of 1909, dated 23rd March, from the Bengal Chamber of Commerce to the Government of Bengal, Municipal Department.

No. 470 of 1909.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 23rd March 1909.

THE SECRETARY TO THE GOVERNMENT of BENGAL,
MUNICIPAL DEPARTMENT.

SIR,—I am directed to acknowledge the receipt of your letter No. 206—M., dated 10th February, with which you forwarded copies of the marginally noted papers on the subject of marking various classes of tinned foods with certain particulars before their importation into India.

Letter No. $\frac{8}{1}$-3656, dated 20th January 1909, from the Chairman of the Corporation of Calcutta with copy of letter, dated 14th January 1909, from the Health Officer to the Corporation.

2. The Committee of the Chamber have read these papers with interest, and they understand that their opinion is asked upon the following proposals:—

(*a*) That condensed milk prepared from skimmed milk should be distinctly marked as such on each tin, and that a caution should be affixed, namely "not to be used as food for infants";

(*b*) That all tins hermetically sealed and containing meat, fish, vegetables, or milk intended for human consumption should bear the date on which each tin left the manufactory.

3. It would appear from the statements made by the Health Officer that these safeguards are necessary from the point of view of the public health. That being the case, the Committee recommend their introduction, although there may be, it is feared, some difficulty in ensuring that the correct dates will be stamped on the tins. If this difficulty can be overcome, it is thought that the proposals will prove to be generally beneficial in practice; and so far as the Committee are aware there is no other valid objection which could be raised by the trades interested in canned provisions.—I have, etc.,

H. M. HAYWOOD,
Secretary.

APPENDIX U.

ADDRESS TO LORD MINTO.

To His Excellency the Right Honourable
SIR GILBERT JOHN ELLIOT-MURRAY-KYNYNMOUND,
P.C., G.C.M.G., G.M.S.I., G.M.I.E.,

Earl of Minto, Viscount Melgund,
Viceroy and Governor General of India.

May it please Your Excellency,—

We the members of the Bombay Chamber of Commerce desire again to offer to Your Excellency a most cordial welcome to Bombay. It is exactly four years to-day since this Chamber had the honour and the pleasure of welcoming Your Excellency on your arrival in this Country as Viceroy of India.

Much has happened in the interval. A wave of unrest has swept across the country bringing with it many questions of grave complexity with which Your Excellency's Government have had to deal. This Chamber has watched the progress of events with interest and some anxiety and is glad to note from recent utterances by Your Excellency and others in high authority, that order is to be maintained, and that those who, on the platform or through the press, endeavour to stir up evil passions and thereby make the work of Government more difficult, will be promptly and severely dealt with.

This policy, as beneficial to all law-abiding citizens, must commend itself to the commercial community generally, irrespective of nationality, for the interchange of commodities and the delicate financial operations necessitated thereby can only be conducted satisfactorily under settled conditions and a feeling of confidence in the future.

Successful trade is a condition essential to India's welfare, and discontent, which is so easily fostered, depreciates values, destroys confidence, drives away capital and greatly hampers credit, without which business cannot be carried on successfully.

The steps now being taken by Your Excellency to encourage the legitimate aspirations of the people by enlarged Councils and more direct control in the administration of the Country's affairs are hopefully regarded by this Chamber, which trusts that the powers about to be conferred will materially help and not hinder the Executive Officers of Government. If this should be so, the new scheme will fully justify the care and attention which Your Excellency has bestowed upon it.

The dissemination, however, on an extensive scale, of injurious literature, is a feature of the present time which seems to this Chamber to call for some action on the part of Government. The step recently taken by certain well-known Indian Princes to prevent in their territories the circulation of newspapers of an injurious character, is one which must be approved by all law-abiding citizens, and whether a press license system, or some other similar control, has not now become necessary, is a question which this Chamber would be glad to see taken into consideration by the Government of India.

The spirit of progress, which is now passing over the Country, is welcomed by the commercial community of this city; for as India grows in wealth by increased production, her Inland and Foreign trade will naturally increase and the community generally will reap the benefit. It is the earnest hope of this Chamber that this true Swadeshi enterprise will be directed in sound lines of development in Railways and Industrial works which will give employment to the people, and so add to the wealth and consumptive power of the community.

This progressive spirit in Bombay has largely manifested itself of late in the establishment of new banks, which it is hoped will not lead, eventually, to trouble by undue inflation of credit. If the money which accumulates in the hands of the community could be directed into real works of utility, on a sound and lasting basis—and

Railway extension offers a large field for such investment—the public generally would have a greater interest in the welfare of the Country, and this, at the present time, is what is greatly needed.

The good harvest now being reaped will add, it is hoped, to the contentment of the people, and bring about also that improvement in trade which is so greatly needed. Since the closing months of 1907 business in Bombay has been generally unsatisfactory, and the difficulties of the past two years have been aggravated by a greatly increased cost of living, which to many has been a severe burden. This Chamber is, therefore, glad to note that Government are now instituting an enquiry into the question of the greatly increased cost of the food of the people. Many theories have been put forward to account for the recent great advance, and it will be interesting if the investigation now to be undertaken is able to throw some light on this intricate and important problem.

The improvement in trade which may be expected to follow a good Monsoon will naturally help to adjust the Currency problem, and eventually enable fresh additions to be made to the Gold Standard Reserve Fund. It is the earnest hope of this Chamber that before Rupee coinage is resumed, the order under which half profits on coinage are diverted to Railway purposes, will be rescinded. From the first this Chamber strongly objected to any such diversion while the Reserve is still in process of formation, and recent events have amply demonstrated the soundness of this view, as well as the necessity for a much larger Reserve than was apparently considered sufficient at the time the diversion was decided upon.

Further this Chamber is and always has been of opinion that the bulk of the Reserve should be actually held in gold, the advisability of which has been forcibly illustrated by events which will still be fresh in Your Excellency's memory. A definite pronouncement indicating that Government intend to pursue in future the policy advocated by this Chamber, would be welcomed by the Commercial and Banking communities as affording the surest safeguard against a recurrence of that feeling of financial apprehension and consequent dislocation of trade which formed such a marked feature of the autumn of 1907.

The completion of the Nagda-Muttra railway is a matter of very great satisfaction to this Chamber. It is many years since the line was first mooted, and at one time the Chamber almost despaired of the work being taken in hand. From the year 1896 the Chamber's records show constant pressure by the Bombay Commercial community for the construction of this important through line; but it was not until the end of 1904 that the Secretary of State sanctioned the construction from Nagda to the crossing of the Chumbal Valley, a distance of 141½ miles. Since then the work has been pushed on to completion and the traffic which this new line ought to bring will be very helpful to Bombay trade.

An extension from Muttra to Aligarh must surely be the next step in the programme. A glance at the map will show that Aligarh is the natural termination of the line and the connection a necessary one to put Bombay in communication on its own metals, with the Oudh and Rohilkand Railway. We venture to commend this extension to your Excellency's good care.

Nearer home we desire the extension of feeder lines in several important districts, for now that we are building a large new dock we require a great increase of trade to enable us to meet the heavy additional charges which we are undertaking.

The improvement in the telegraphic service is also a matter of great satisfaction to this Chamber, and the lower cost of Inland messages is a boon to all classes of the commercial community. The cost of commercial messages to Europe is still, however, too high, and a further reduction, which we hope the Government of India will constantly urge would be of much benefit to trade.

The improvement of the City of Bombay is also a subject in which this Chamber is much interested. When His Excellency Sir George Clarke arrived in India, the Chamber pressed this matter upon him as one needing urgent attention. The Chamber felt, at that time, that a new and independent view was necessary and were willing to leave the matter, with perfect confidence, in the hands of their new Governor. The Chamber's confidence in Sir George Clarke's ability to deal with the question satisfactorily has not been misplaced, and

the scheme lately put forward by the Bombay Government is one which deserves the most careful consideration. Much has been done by the City Improvement Trust in recent years, to open up congested areas, and much still remains to be done, but whilst fully recognising the great importance of the improvement of insanitary districts, the Chamber will continue to give its strongest support to schemes boldly planned for the improvement of road connections, and especially the one north and south through the Native Town. The widening of Abdul Rehman Street, or a direct thoroughfare in that neighbourhood, would be an immense improvement to the city in every way, and by enabling those who now live in and near congested areas, to get with ease to districts further north, would generally improve sanitary conditions, and bring about a more healthy state of living. Great schemes of this kind cannot, however, be carried through without funds, and generous assistance is needed if Bombay is to obtain that improvement in its conditions which is so very necesssary for its future welfare.

By schemes of a far-reaching character, the Port Trust, at the present time, is carrying out great works of extension and improvement on the eastern side of the Island. Heavy liabilities are being incurred on these works which the commercial community desire should be vigorously pushed forward ; and it is hoped at the same time that the City will not hesitate to undertake those works of utility, which for years past have seemed so very necessary, and which as time has been allowed to slip past have become more and more urgent.

These, My Lord, are the more important matters we desire to submit for Your Excellency's consideration. Other matters affecting our trade—commercially and financially—we are glad at times to have the opportunity of discussing with members of Your Excellency's Government when they visit Bombay. These visits we consider most useful and of very great value ; and we can assure Your Excellency that the Bombay Chamber of Commerce is always most anxious to advise and assist in any matters that may be submitted to it by Government. The increasing interest of the Government of India in Commerce, Industry and Agriculture is most welcome to the Commercial community generally ; and we feel sure that Your

Excellency's visit to Bombay and your kindness is now receiving us will further strengthen the bonds which connect Commerce and Industry so closely with the good government of the Country.

In the name and on behalf of the members of the Bombay Chamber of Commerce.

C. H. ARMSTRONG,
Chairman.

J. S. WARDLAW MILNE,
Deputy Chairman.

J. N. METAXA,
W. L. GRAHAM,
R. G. MONTEATH,
C. H. WILSON,
J. BLACK,
H. UEHLINGER,
F. T. RICKARDS,
Members of the Committee.

J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 18th November, 1909.

THE VICEROY'S REPLY.

His Excellency made the following reply to the Chamber's Address:—

Gentlemen,—You have reminded me in very graceful terms that it is exactly four years to-day since you first welcomed me to Bombay—to-day is also the fourth anniversary of my assumption of Viceroyalty—and I deeply appreciate the cordiality of the greeting your Chamber has now for the second time extended to me.

You have very truly said that much has happened since last we met. The four years that have rolled by have been momentous ones in the history of India, with more than a normal share of anxieties, and the appreciative words you have addressed to me are all the more encouraging in that they emanate not only from the representatives of the great commercial interests of this country, but from a Chamber which has so often given proof of its courage and soundness of judgment in times of difficulty.

The New Councils.

I have listened with pleasure to your reference to the measures of reform which have just been announced, and I trust that the enlarged Councils and the greater share they will offer to the people of India in the administration of their country will go far to satisfy the aspirations which the advance of education, together with the growing development of political ideas throughout the Eastern world, has naturally encouraged. I hope and believe that they will clear the political atmosphere and that the sun has already burst through the clouds, but we have all heard the mutterings of a threatening storm, and it has been my earnest endeavour, whilst freely admitting the justice of demands for political change, to maintain with no uncertain voice the principles enunciated in your address, that the first duty of any administration is to provide for the peace and safety of the populations committed to its charge and for the security of the interests of their various communities. By what means that security can best be guaranteed under existing conditions is a problem which you may rest assured is constantly before the Government of India.

Peace and Plenty.

But putting aside the difficulties that we must face in the future, may I be allowed to join with the commercial community of Bombay in welcoming the spirit of progress which you tell me is now passing over the country, and which, I hope, will be properly guided and controlled. A good monsoon has been followed by a bountiful harvest—I hear on all sides of bumper crops—and there is the probability of an accumulation of profit which I understand you to suggest, and I entirely agree with you, might wisely be directed to the development of works of utility—especially to railway extension which offers a large field for investment—the possibilities of which, I hope, the Indian community will not fail to realize. Such possibilities have already been anticipated to some extent by the Government of India. The energetic Bombay firm of Messrs. Killick, Nixon & Co. have, I hope, had every assistance in the many railway projects they have put before Government, several of which have been successfully carried out. The Tapti-Valley Railway, the Ahmedabad-Prantij Line, the Amritsar-Patti Railway, are all instances of the investment of local capital in railway extension, and other schemes have been put forward by the same firm which have secured the full support of the Government of India.

In regard to the line from Muttra to Aligarh, I am afraid I can give you little consolation. You have, I believe, been in correspondence with the Railway Board regarding this extension; and I understand, you admit, that even without this connection, Bombay already draws a large amount of traffic from the area the proposed line would serve. The shortening of the present distance between Aligarh and Bombay would only be 12 miles; and if the line was constructed, you may be quite certain Calcutta would demand a *quid pro quo* for the further diversion of trade from herself to Bombay which might ensue.

Commercial Telegrams.

I am very glad to hear from you of the approval with which the Chamber has received recent alterations in the telegraphic service—especially in respect to the reduction of the cost of inland messages. As to the reduction of the charge for commercial messages between Europe and India, I need not say that I am in entire sympathy with your wish. But we must remember that the rate per word was largely reduced in 1902, since when there has been a still further reduction, and the rate is, I believe, now half of what it was in the beginning of that year. Also press telegrams have come down from 1*s.* 4*d.* to 9*d.* in the same period, the last reduction being only some few months ago. Much as I should wish to see the rates still further reduced, I am afraid we must be prepared to go slowly.

Financial Problems.

As to the complicated financial and currency questions, to which you have referred, I can only say that the Government of India is in general accord with your Chamber.

But whilst rejoicing with you at the many signs of progress, of which there is evidence on all sides, I regret to hear of the unsatisfactory state of trade in Bombay. I am told that the cotton mill industry has been in a bad way, and that large stocks have accumulated. On the other hand there are slight indications, though not as marked as elsewhere in India of a movement in imported piece-goods. The export trade of Bombay is not, however, showing the same signs of improvement as are to be observed in Karachi and Calcutta.

I earnestly hope the state of trade will ere long commence to improve. All the more so, because the city has in hand many schemes

of a far-reaching character. The improvement of Bombay itself, the opening up of congested areas for which the City Improvement Trust has already done so much, the improvement of sanitation, the reclamation works undertaken by the Port Trust, the new Docks and the improvement of road connections are all matters of primary importance to the city, which putting aside financial considerations, could at any rate be far more cheerfully brought to completion in times of commercial prosperity than under the influences of commercial depression.

You are fortunate in possessing in His Excellency Sir George Clarke, a Governor, whose expert advice in such great undertakings must be invaluable.

It has been a great pleasure to me, gentlemen, to listen to your views on the important matters you have dealt with in your address, and I am grateful for your assurance that my visit to Bombay will assist still further to unite the commercial and industrial interests of your great city with the general development of the resources of India as a whole. I am a great believer in face to face discussion; and I trust that an interchange of ideas between the Members of my Government and your Chamber may tend not only to elucidate the interests of Bombay, but to assist the commercial and financial policy of the Government of India.

I must heartily thank you, gentlemen, for the cordiality of your welcome to me.

APPENDIX V.

PUBLIC HOLIDAYS.

No. 1877 of 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 5th May 1909.

THE CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—The Jain Graduates' Association has brought to the notice of Government that no holidays of the Jain Comunity have up to now been notified as public holidays under Section 25 of the Negotiable

Instruments Act, XXVI of 1881. The Association has represented that the following days in the Hindu Calendar should be so notified :—

Kartik Sud 15,	Bhadarwa Sud 1,
Chaitra Sud 15,	Bhadarwa Sud 4,

These days fall in the current year on the 27th November, 5th April, 15th September and 18th September, respectively. The last-named holiday, which represents the Jain festival of Samvatsari falls on the same day as the Hindu festival of Ganesh Chathurthi which is usually observed as a holiday under the Act, and it is consequently suggested that the names of both the festivals should be coupled together in the official announcement of the holidays. The number of Bank holidays ordinarily notified by Government every year is 21, besides New-Year's Day, Good-Friday and Christmas Day ; and the Association's proposal, if accepted in its entirety, would involve an addition of at least three to that number. An increase in the total number of Bank holidays appears undesirable.

2. As usual a committee will be appointed later in the year to consider what days in the ensuing year should be notified as public holidays. In order that sufficient information may be available to enable that Committee to come to a satisfactory decision, I am to request that Government may be favoured with the opinion of the Chamber as to how far the claims of the Jains should be met by—

(1) creating new, *i.e.*, additional public holidays, under Section 25 of the Negotiable Instruments Act; or

(2) substituting important Jain holidays for holidays of less importance now notified on account of religious festivals of other denominations.

3. I am to enclose, for information, a copy of a petition, dated 3rd December 1908, from the Jain Graduates' Association, and to state that Government have already notified the following ten days as sectional holidays for the Jains in the current year :—

Chaitra Sud 15 ... ...5th April,
Shrawan Vad 13 to Bhadarwa Sud 5...12th to 19th September.
Kartik Sud 15 ... ...27th November.

I have, etc.,
H. B. CLAYTON,
Acting Under Secretary to Government.

TO—HIS EXCELLENCY THE RIGHT HONOURABLE

SIR GEORGE SYDENHAM CLARKE, G.C.M.G., F.R.S.,

GOVERNOR OF BOMBAY AND PRESIDENT IN COUNCIL.

THE HUMBLE PETITION OF THE JAIN GRADUATES' ASSOCIATION,

RESPECTFULLY SHEWETH:—

That your Excellency's Petitioners are members of the "Jain Graduates' Association" which consists of graduates of the Bombay and other recognised Universities, holding various degrees, and belonging to the Swetamber Jain community.

2. That the Jain community in British India numbers in population about thirteen lakhs, the majority of whom reside in the Bombay Presidency, especially in Gujarat and Bombay.

3. That the said community occupies among the diverse races and creeds in the Presidency an important position in social and commercial status, in its educational activities, in its peaceful disposition, in its loyalty, and is especially noted for its firm and devoted adherence to religious tenets and observances.

4. That, possessing as they do, fairly large resources, members of the Jain community have been foremost in various industrial and commercial enterprises in which they have invested a large capital. Many of them, therefore, claim to be called "Captains of Industry" in the real sense of the term.

5. That through the Educational Conference which has now become an annual fixture and which through its provincial committees is doing useful work throughout the year, several members of the community have during late years, made munificent donations for the spread of higher learning amongst all sections of the community, and your Excellency's Petitioners are glad to mention that higher education has been making rapid strides in the community, as will be seen from the statistics of the various University examinations for the past several years. Your Excellency's Petitioners cannot forget to mention with gratitude the fact that the Bombay University has recently acknowledged the importance of the study of ancient Jain literature in consonance with the important

status occupied by the Jain community, by making provision in its new syllabus for the B.A. and M.A. Examinations for the teaching of various philosophical and rhetorical texts written by famous Jain authors.

6. Your Excellency's Petitioners submit that the peaceful disposition and loyalty of the Jains does not require to be specially asserted, and is too well known to be detailed here.

7. That, above all, the Jains are peculiarly devoted to their religious rites and observances,—a fact to which the splendid Jain temples in the Presidency, and the munificent endowments made for the maintenance of these temples, bear significant testimony. Your Excellency's Petitioners crave leave to refer in this connection to the intense feeling that was aroused in all parts of India with reference to the announcements recently made about the intention to devote portions of the Parasnath Hill in Bengal for the purposes of building sites.

8. That the Jains have, up to now, been observing their religious feasts and attending to their sacred rites and ceremonies, though they have been put to no little inconvenience and even pecuniary sacrifices, as not a single holiday of theirs has been declared as a gazetted or bank holiday.

9. Your Excellency's petitioners submit that looking to the position occupied by the Jain community, the time has now come when certain of their most important holidays should be recognised as gazetted and bank holidays, as has been done in the case of the Hindu, the Muhammadan, and the Parsi communities. Your Excellency's Petitioners submit that the omission is due to the unfortunate mistake which was till lately made of mixing up the Jains with the Hindus from whom they differ materially in religion, although the Hindu law is by custom made applicable to them.

10. Your Excellency's Petitioners submit that when about four Parsi holidays have been recognised as bank holidays for that small, though we admit, important community, the modest claims of the Jain community in the matter should be recognised, and their important holidays gazetted as public and bank holidays.

11. Your Excellency's Petitioners crave leave to refer in particular to the following days in the Hindu Calendar, *viz.*, Kartik Sud 15, Chaiter Sud 15th, and the eight days of the Pajusan, *viz.*, Shravan Vad 13th to Bhadarwa Sud 5th, which are days devoted to the performance of religious rites by all Jains, and on which they find themselves unable to pay any attention to their secular duties. For instance, the well-known race of money-lenders in the Presidency, the Marwadis as also the grain dealers are all Jains. And in spite of their known parsimonious habits, they are known to obtain adjournments in Courts of law on account of their inability to attend on the Pajusan holidays, even though they have often to pay the professional costs of their opponents. And it is also a known fact that, even in cases of urgency, the Marwadis abstain from filing suits against their borrowers when they see from the routine of court business that the day of hearing of such suits would fall on one of the Pajusan holidays. In fact, considering the connection of such a large number of Jains in various industrial and commercial enterprises in Bombay and Gujerat, the fact that these days are not gazetted as holidays works great hardship on them, and they are put to great loss in their dealings with other communities. In Ahmedabad and other places the days of Pajusan are recognised as holidays, but now-a-days Bombay is the chief centre of Jain Population in India, and Pajusan as well as the other holidays above-mentioned should be recognised as Public Holidays.

12. Your Excellency's petitioners, therefore, most earnestly pray that your Excellency's Government may be pleased to declare the above-named Jain Holidays as gazetted public and bank holidays within the meaning of the Negotiable Instruments Act.

And your Excellency's petitioners, as in duty bound, shall ever pray.

VADILAL T. PARIKH,
President, Jain Graduates' Association.

MAKANJI J. MEHTA, B.A., LL.B.,
General Secretary, Jain Graduates' Association.

JAIN ASSOCIATION HALL, PYDHONI,
BOMBAY, 3rd December 1908.

No. 490 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 28th May 1909.

THE UNDER SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I beg to acknowledge receipt of your letter No. 1877 of the 6th instant, with copy of a petition from the Jain Graduates' Association, suggesting the addition of four Jain Holidays under Section 25 of the Negotiable Instruments Act, XXVI of 1881.

2. In reply, I have the honour to state that my Committee quite agree with Government that an increase in the total number of Bank Holidays is not desirable, and in answer to enquiries put forward my Committee do not consider that any of the Bank Holidays now notified should be passed over in future to make room for one or more of the Jain festivals now proposed for Holidays by the Graduates' Association.

3. The Jain Community in Bombay is not a large one, and although some of its members are well known traders, it does not appear to my Committee from enquiries they have made that any material inconvenience is caused to them by business being carried on as usual on their festival days.

4. My Committee quite approve of the suggestion that as the Jain festival of Samvatsari and the Hindu Ganesh Chaturthi fall on the same day, these two should be coupled together in the official announcement of Public Holidays, and consider that in having already notified ten days as sectional Holidays for Jains in the current year, Government have done all that can fairly be expected of them.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 3905 OF 1909.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 29th October 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the correspondence ending with the Chamber's letter No. 430, dated 28th May 1909, on the subject mentioned in the margin, I am directed to forward a copy of a letter, dated 5th October 1909, from the General Secretary, Jain Graduates' Association, and of Government letter No. 3011, dated 10th August 1909, to which it is a reply; and to request that you will be so good as to cause the papers to be placed before the Holidays Committee for the ensuing year for consideration.—I have, etc.,

Request of the Jain Graduates' Association for the notification as public holidays under the Negotiable Instruments Act of certain holidays of the Jain community.

H. B. CLAYTON,
Under Secretary to Government.

No. 3011 OF 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 10th August 1909.

TO—MR. MAKANJI JUTHA MEHTA, B.A., LL.B.,
SECRETARY, JAIN GRADUATES' ASSOCIATION.

SIR,—With reference to the correspondence ending with the General Department letter No. 1592, dated 25th March 1909, I am directed to state that Government have consulted certain banking and commercial bodies in Bombay City regarding your Association's request for the notification as public holidays under the Negotiable Instruments Act of certain Jain holidays. These bodies are generally of opinion, and the Governor in Council concurs in it that the creation of additional Bank holidays is undesirable. In the circumstances, the only means of complying with the request is to substitute Jain holidays for holidays of less importance now notified on account of religious festivals of other denominations. Before

however, Government proceed to consider the advisability of adopting this course, there is one point on which they require information. It has been reported to them that the three sects of the Jain community, *viz.*, the Digambars, the Swetambars and the Dhondias observe different holidays and may not agree as to the days which it is desirable to notify as public holidays. I am, therefore, to request that your Association will be good enough to state what day or days would be acceptable to all the three sects.—I have, etc.

H. B. CLAYTON,
Under Secretary to Government.

POST No. 3,
BOMBAY, 5th October 1909.

To—H. B. CLAYTON, ESQ., I. C. S.,
UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY,
FINANCIAL DEPARTMENT.

SIR,—With reference to your letter bearing No. 3011 of 1909, dated 10th August 1909, addressed to Mr. Makanji J. Mehta, the former General Secretary of the Association, I beg to inform you that the following days are the most important religious holidays common to all the three sects of the Jain Community, *viz.*, Swetambers, Digambers and Dhondias, and would be acceptable to all the three sects, if the same are gazetted as public holidays under the Negotiable Instruments Act—

Bhadarwa Sud 5th
Kartak Sud 15th } Hindu Samvat Calendar.
Ashad Sud 14th

I may also point out that, as stated in our former correspondence, *Bhadarwa Sud* 4th is the most important Jain holiday observed by the Swetambers, who form a majority of the Jains residing in Bombay, and it invariably falls on the Hindu festival of Ganesh Chaturthi, a Bank holiday. I am directed by the Association to request the Government to add the words "Jain holiday" after the words "Ganesh Chaturthi" in the Government Notification that may be issued hereafter as regards public holidays under the Negotiable Instruments Act.

Trusting that you will inform me of such orders as may be passed herein by Government.—I have, etc.,

MANILAL NATHOOBHAI DOSHI, B. A.,
General Secretary, Jain Graduates' Association.

No. 872 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 12th October 1909.

THE SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—I am directed by the Committee of the Bombay Chamber of Commerce to remind you that the Committee for fixing the holidays for the year 1910, under the provisions of the Negotiable Instruments Act, should, as stated in the 4th paragraph of your letter No. 4444, dated 23rd December 1902, be appointed by the 15th November ; and to request that the usual Notification may be issued in due time. At the same time I have the honour to solicit the favour of your furnishing the Chamber with a list of public and other holidays fixed by Government for the ensuing year, and also (in due course) with the names of the gentlemen nominated by the Exchange Banks and by the Hon'ble Chief Justice of His Majesty's High Court of Judicature to serve on this Committee.

I am further to add that the Chairman of the Chamber the Hon'ble Mr. C. H. Armstrong will represent the Chamber on the Committee in question.—I have, etc.,

R. E. GREGOR-PEARSE,
for Secretary.

No. 3864 of 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 25th October 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 872, dated 12th October 1909, I am directed to state that instructions have been issued for

the appointment of a Committee to consider what days in the year 1910 should be recognised as holidays under Section 25 of the Negotiable Instruments Act. The Committee will be constituted similarly to that appointed last year. The names of the gentlemen nominated by the Exchange Banks and by the Hon'ble the Chief Justice of His Majesty's High Court of Judicature to serve on the Committee will be communicated to you in due course. I am also to forward a copy of the letter from the Government of India, No. 3226, dated 23rd August 1909, for communication to the Committee.

2. I am to add that a copy of the lists of Hindu, Parsi, Jewish and Mahomedan holidays occurring during the year 1910 will be supplied to you as soon as the lists are received from the Oriental Translator to Government, and a list of sectional holidays as soon as it is published.—I have, etc.

H. B. CLAYTON,
Under Secretary to Government.

Copy of a letter from the Government of India, Home Department (Municipalities), No. 3226, dated 23rd August 1909.

"I am directed to refer to Chapter VII, paragraph 333, of the Decentralization Commission's Report, which contains their observations in regard to the prescription of public holidays.

2. The Government of India have reconsidered the matter in the light of the Commission's remarks and are pleased to withdraw the restrictions placed by the Home Department letter No. 5232-41, dated the 16th September 1901, or any subsequent orders, on the power of local Governments to fix all holidays, whether notified under section 25 of the Negotiable Instruments Act, 1881 (XXVI of 1881), or announced by executive authority. I am accordingly to request that in future all public holidays in the Bombay Presidency may be declared under the orders of the Governor in Council. The date on which the King's birthday or any unusual State holiday should be observed will, as hitherto, be intimated by the Government of India.

No. 3949 OF 1909.

FINANCIAL DEPARTMENT.
BOMBAY CASTLE, 1st November 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to the letter from this Department, No. 3864, dated 25th October 1909, I am directed to state, for the information of the Chamber, that the Exchange Banks and the Hon'ble the Chief Justice of His Majesty's High Court of Judicature have respectively nominated Mr. John Black of the National Bank of India, Limited, and Mr. L. N. Banaji, Prothonotary and Registrar of His Majesty's High Court, to serve on the Committee appointed for the purpose of considering what days in the year 1910 should be recognised as holidays under section 25 of the Negotiable Instruments Act, 1881. I am to request that the report of the Committee may be submitted to Government by the 16th instant at the latest.—I have, etc.,

H. B. CLAYTON,
Under Secretary to Government.

No. 953 OF 1909.

CHAMBER OF COMMERCE,
BOMBAY, 13th November 1909.

THE SECRETARY TO GOVERNMENT,
FINANCIAL DEPARTMENT,
Bombay.

SIR,—With reference to your letters No. 3864, dated 25th October and No. 3949, dated 1st November 1909, I have the honour to forward herewith, for the consideration of Government, the Report of the Committee appointed to consider what days in the year 1910 should be recognised as holidays under the Negotiable Instruments Act, 1881.—I have, &c.

J. B. LESLIE-ROGERS,
Secretary.

CHAMBER OF COMMERCE,
BOMBAY, 13th November 1909.

Report of the Committee appointed by Government for the purpose of considering what days in the year 1910 should be recognised as holidays under section 25 of the Negotiable Instruments Act.

The Committee recommend the following:—

1.	New year, 1st and 3rd January.	..Saturday & Monday.	2 Days
2.	Mohurrum, 24th January	...Monday	... 1 Day
3.	Maha Shivratri, 9th March	...Wednesday	... 1 Day
4.	Jamshedi Naoroz, 21st March	...Monday	... 1 Day
5.	Holi & Good-Friday, 25th March...	...Friday	... 1 Day
6.	Easter, 26th & 28th March	...Saturday & Monday.	2 Days
7.	Ramnavami, 18th April	...Monday	... 1 Day
8.	Whitsuntide, 16th May	...Monday	... 1 Day
9.	Birthday of His Majesty the King-Emperor.	...Such day as may be fixed by the Governor General in Council.	... 1 Day
10.	Cocoanut Day, 20th August	...Saturday	... 1 Day
11.	Gokal Ashtami, 27th August	...Saturday	... 1 Day
12.	Ganesh-Chaturthi, Samvatsari (Jain) 7th September ...	...Wednesday	... 1 Day
13.	Parsi New Year, 12th & 13th September.	...Monday & Tuesday...	2 Days
14.	Khordadsal, 19th September	...Monday	... 1 Day
15.	Dassera, 13th October	...Thursday	... 1 Day
16.	Divali, 31st October, 1st & 2nd November.	...Monday, Tuesday... & Wednesday	3 Days
17.	Christmas, 24th, 26th & 27th December.	...Saturday, Monday,... & Tuesday	3 Days
18.	New Year, 31st December	...Saturday	... 1 Day

NOTE.—It will be seen from the above that Holi and Good-Friday fall on the same day.

Whit Monday has been added to the list as also an additional day at Divali, making a total of twenty-five holidays.

C. H. ARMSTRONG.
J. BLACK.
G. D. PADAMJI.
J. A. BEGBIE.
L. N. BANAJI.

No. 4337 OF 1909.

FINANCIAL DEPARTMENT,
BOMBAY CASTLE, 29th November 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—With reference to your letter No. 953, dated 13th November 1909, I am directed to forward, for the information of the Chamber, a copy of Government Notification No. 4335, dated 29th idem, regarding the public holidays recognised by Government under the Negotiable Instruments Act, 1881, for the year 1910.—I have, etc.,

R. D. BELL,
Under Secretary to Government.

NOTIFICATION.

No. 4335.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 29th November 1909.

Under Section 25 of Act XXVI of 1881, entitled the Negotiable Instruments Act, His Excellency the Governor in Council is pleased to declare the following days to be Public Holidays during the year 1910, in addition to New Year's Day (1st January), Good-Friday (25th March), and the Monday next following Christmas Day (26th December), which are already specified as Holidays under the above section :—

New Year	3rd January	Monday.
Mohurrum	24th January	Monday.
Maha Shivratri...	9th March	Wednesday.
Jamshedi Naoroz	21st March	Monday.
Easter	26th & 28th March	Saturday & Monday.
Ramnavami	18th April	Monday.
Cocoanut-Day	20th August	Saturday.
Gokal Ashtami	27th August	Saturday.
Ganesh-Chaturthi and Samvatsari (Jain)	7th September	Wednesday.

Pajusan (Bhadarva Sud 5th)...	8th September	Thursday.
Parsi New Year	12th & 13th September.	Monday, Tuesday.
Dassera	13th October.	Thursday.
Divali	31st October, 1st & 2nd November.	Monday, Tuesday & Wednesday.
Christmas	24th and 27th December.	Saturday & Tuesday.
New Year	31st December	Saturday.

Notes.—(1) The date which may be fixed hereafter for the celebration of the Birthday of His Majesty the King-Emperor will be notified separately in due course.

(2) No days are notified as Holidays on account of Holi and Khordad Sal because these festivals fall on days which are already declared to be Holidays under the section referred to above.

2. This Notification does not apply to Sind.

By order of His Excellency the Hon'ble the Governor in Council,

R. A. LAMB,
Chief Secretary to Government.

APPENDIX **W.**

TRADE MARKS.

PROPOSED REGISTRATION IN INDIA.

No. 1290 OF 1909.

REVENUE DEPARTMENT,

BOMBAY CASTLE, 6th February 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward copy of a letter No. 11388-11392-17, dated 17th December 1908, from the Government of India and of

its accompaniments, on the subject of the Registration of Trade Marks in India, and to request that you will be so good as to favour Government with the opinion of the Chamber on it.—I have, etc.,

H. B. CLAYTON,
Acting Under-Secretary to Government.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

No. 11388—11392-17, dated 17th December 1908.

THE CHIEF SECRETARY TO THE GOVERNMENT OF BOMBAY,
REVENUE DEPARTMENT.

SIR,—In continuation of the correspondence ending with your letter No. 2329, dated the 23rd March 1904, I am directed to enclose a copy of the marginally noted Despatches to and from His Majesty's Secretary of State for India on the subject of the Registration of Trade Marks in India.

To the Secretary of State for India, No. 258, dated 21st July 1904.
From the Secretary of State for India. No. 89-Revenue, dated 9th June 1905 (with enclosures.)
To the Secretary of State for India, No. 54, dated 14th September 1905.
From the Secretary of State for India. No. 110-Revenue, dated 22nd June 1906 (with enclosures.)
To the Secretary of State for India, No. 44, dated 9th August 1906.
From the Secretary of State for India, No. 181-Revenue, dated 13th November 1908 (with enclosures.)

2. It will be observed from paragraph 3 of Despatch No. 181-Revenue, dated the 13th November 1908, that the Association of Chambers of Commerce of the United Kingdom suggest that the opinion of the commercial community in India has undergone a change in favour of registration. I am to request that, with the permission of His Excellency the Governor-in-Council, it may be ascertained what is the present opinion of the Bombay Chamber of Commerce and such other commercial bodies as it may be considered desirable to consult in regard to the question. I am also to ask that the Government of India may be favoured with the views of the Government of Bombay.—I have, etc.,

M. M. S. GUBBAY,
Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

No. 258, dated 21st July 1904.

THE RIGHT HONOURABLE ST. JOHN BRODRICK,

HIS MAJESTY'S SECRETARY OF STATE FOR INDIA.

SIR,—We have the honour to acknowledge the receipt of Lord George Hamilton's despatch No. 115-Revenue,* dated the 7th August 1903, on the subject of the Registration of Trade Marks in India. His Lordship forwarded a copy of a communication received from the Cutlers' Company, Sheffield, in which it was urged that legislation should be undertaken in India, on the lines of the English Statute, for the registration of trade marks; and he intimated that if he should decide to refer the matter for the opinion of the Local Governments and Chambers of Commerce, he would be glad to learn the result of the reference. In view of the importance of the questions raised, we considered it desirable to consult the Local Governments and Chambers of Commerce; and we have now the honour to forward copies of the correspondence with them for your information.

2. As this question has frequently been considered by the Government of India, and by the various commercial associations in this country, it will be convenient to recapitulate briefly the history of the case, before discussing the replies which have been received to the present reference. In the year 1877, the Millowners' Association and the Chamber of Commerce, Bombay, suggested that legislation should be undertaken, on the lines of the English Statutes of 1875 and 1876, in order to provide for the registration of trade marks in India. The Government of India accepted this recommendation; and a Bill giving effect to it was introduced in the Imperial Legislative Council. The Bill was eventually withdrawn, on the recommendation of the Bombay Chamber of Commerce and the Millowners' Association, as they were of opinion, after mature consideration, that legislation was not necessary, and might possibly prove inconvenient.

* Printed as an accompaniment to Government Resolution No. 7268, dated 15th October 1903.

This opinion was endorsed by the Bengal and Madras Chamber of Commerce, and was accepted by the leading commercial ascociations in India.

3. In arriving at this conclusion, the Chambers were actuated chiefly by the consideration that the existing law was in fact sufficiently comprehensive to afford adequate protection to the legitimate users of trade marks; and they were also of opinion that the enactment of an Indian law on the line of the English Statutes would involve certain positive disadvantages. This latter argument was elaborated by the Bombay Chamber of Commerce, which pointed out that, under the Indian law, the owner of a recognized trade mark could obtain protection against its illicit use in India, although the mark had not been registered, and even if registration had been applied for in the United Kingdom and had been refused. If, however, an Indian Act were to be passed, similar to the law in force in the United Kingdom, the protection enjoyed by unregistered marks would fail. The protection afforded by such an Act would only be sufficient for practical purposes, either if it provided that marks registered in England should be deemed to be registered in India also; or, in the alternative, if all marks, whether already registered in England or not, were to be registered over again in India. Both these courses were, however, impracticable. The same mark might be the property of one person in England and of another person in India, which was considered a fatal objection to the first alternative, while the second alternative would have involved great trouble and expense, and would also necessitate decisions on complicated questions regarding relative priority of user. For these reasons, the Bombay Chamber of Commerce was strongly opposed to the proposal to legislate.

4. The question was raised again in the years 1884 and 1888; and it was decided that no action should be taken. The Local Governments and Chambers of Commerce were also consulted in 1891; and after considerable discussion, in the course of which the arguments advanced by the Bombay Chamber of Commerce against the original proposal were reiterated, the Government of India recorded the opinion that it would be inexpedient to introduce a system analogous to that in force in the United Kingdom for the registration of trade marks in India, as the mercantile community was strongly

opposed to such a measure, and considered it unnecessary and possibly harmful.

5. It will be observed from the replies which have been received to the present reference, that the Chambers of Commerce are still strongly opposed to the proposal to introduce such a system in India; they consider it unnecessary, and they question its usefulness. The Local Governments have also unanimously advised against the adoption of the suggestion that legislation should be undertaken. We agree with this opinion, and consider that the arguments adduced in support of it are conclusive. The existing law has been found adequate to secure the owners of trade marks against the improper use of such marks by other persons, and also to protect consumers of imported goods; there is therefore no necessity for the legislation proposed. In the United Kingdom the most difficult question involved appears to be concerned with the right to or ownership of the original mark, and registration may easily be of great value in facilitating proof of title. In India, however, the conditions are entirely different. The ownership of the original mark is seldom or never in dispute; and the primary question at issue is whether the new mark is or is not a colourable imitation of the original. This is manifestly a question of fact, and it is not apparent that any system of registration could be of service in deciding it.

Further objections are that, as already explained, an Indian Act, based on the English Statute, would afford less protection than is at present enjoyed under the existing law; that no expert staff is available in India to scrutinize trade marks prior to registration, and to decide as to their admissibility, and that the expenditure involved in establishing a system for the registration of trade marks would be considerable; and, as it would clearly be inequitable to tax the general public for this purpose, the burden would necessarily have to be borne by the commercial community, which objects strongly to the introduction of such a system.

6. So far as imported goods are concerned, the Government of India are, therefore, of opinion that the existing system is in all respects adequate, and should not be altered. These considerations, however, do not apply to goods produced or manufactured in British India; and the Calcutta Baled Jute Association have suggested that

a system of registration, applicable solely to such goods, should be elaborated. The Bengal Chamber of Commerce supports this proposal. We are doubtful whether there is any widespread demand for such legislation, or whether any important results would be attained thereby; but if you consider that the suggestion should be further examined, we shall consult the Local Governments and Chambers of Commerce regarding it. As at present advised, we are not disposed to move in the matter.—We have, etc.,

AMPTHILL.
KITCHENER.
E. FG. LAW.
E. R. ELLES.
A. T. ARUNDEL.
DENZIL IBBETSON.
H. E. RICHARDS.

INDIA OFFICE, LONDON.

No. 88, Revenue, dated 9th June 1905.

To—HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

MY LORD,

In continuation of my despatch No. 67 (Revenue), dated 28th April 1905, I forward a copy of a memorial, dated 13th May 1905, from the Association of Chambers of Commerce of the United Kingdom, advocating legislation for the introduction of trade marks registration in India with a special exception as regards the cotton classes.

2. The special difficulties connected with the registration of cotton marks have formed an important part of the objections raised to the adoption of trade marks registration in India, and the question seems to have entered on a new stage now that a proposal has been made for the exclusion of the cotton classes.

3. I request, therefore, that Your Excellency in Council will consider the memorial of the Association in connection with the letter of the Cutlers' Company of 6th April 1905, which contained a more complete statement of the arguments advanced in reply to the reasons given in your letter of 21st July 1904 for your decision not to initiate legislation.

4. The advocates of the suggested legislation lay stress on the existence of arrangements for trade mark registration in British Dependencies generally. Should your Government therefore desire to obtain information as to the working of such registration in any British Colony in which a Trade Mark Registration Act is in force, I will endeavour to procure any particulars that you may require.—I have, &c.,

ST. JOHN BRODRICK.

ENCLOSURE.

India Trade Mark Registration.

To—The Right Honourable W. St. John Brodrick, M.P., Secretary of State for India.

The memorial of the Association of Chambers of Commerce of the United Kingdom, of which the following Chambers of Commerce are members:—

Aberdeen,
Anglo-Belgian,
Arbroath,
Australasian,
Barnsley,
Barrow-in-Furness,
Bath,
Batley,
Belfast,
Birmingham,
Bristol,
Blackburn,
Bolton,
Bradford,
Bristol,
Brighouse,
Burnley,
Bury,
Cardiff,
Cheltenham,
Chesterfield,
Cleckheaton,
Cork,
Coventry,
Derby,
Dewsbury,
Dublin,
Dudley,
Dundee,
Dunfermline,
Edinburgh,
Exeter,
Falmouth,
Gloucester,
Goole,
Great Grimsby,
Greenock,
Halifax,
Hartlepool,
Heckmondwike,
High Wycombe,
Huddersfield,

Hull,
Inverness,
Ipswich,
Italy (British Chr.),
Jersey,
Keighley,
Kendal,
Kidderminster,
Lancaster,
Leeds,
Leicester,
Leith,
Limerick,
Lincoln,
Liverpool,
Llanelly,
London,
Londonderry,
Luton,
Macclesfield,
Manchester,
Middlesbrough,
Morley,
Newcastle,
Newport,
North Shields,
North Staffordshire,
Norwich,
Nottingham,
Oldham,
Ossett,
Paris (British Chr.),
Plymouth,
Portsmouth,
Reading,
Redruth,
Salt,
Sheffield,
Southampton,
South of Scotland,
Stockton,
Stroud,
Sunderland,
Swansea,
Tunbridge Wells,
Trowbridge,
Wakefield,
Walsall,
Warrington,
West Ham,
Wolverhampton,
Worcester,
Yeadon,
York.

Showeth—

That at the recent meeting of your memorialists the following Resolution, with reference to the establishment of a system of registration of trade marks in India, was unanimously passed :—

"That in the opinion of the associated Chambers of Commerce a system of trade mark registration similar to that in this country should be established in British India, but that having regard to the difficulties presented by the complexity of cotton marks, the cotton classes should be excluded from such system of registration."

Your memorialists desire to bring this Resolution under your notice, and to urge upon you the expediency in the interests of

British and Indian trade of taking action to bring about the desired result.

Your memorialists are aware that the Company of Cutlers in Hallamshire in the County of York have recently brought this matter under your notice, and that the Indian Government have, for various reasons, declined to establish trade marks registration in the Indian Empire.

Your memorialists are informed that the Cutlers' Company have dealt with the objections in detail, and therefore your memorialists do not desire to trouble you further than to point out that commercial countries are agreed upon the advantage of, and the necessity for, a system of trade mark registration.

That there would appear to be no circumstances whatever affecting the Indian Empire which differentiate it from the other Colonies and Dependencies and from foreign countries, the bulk of whom have established to the great advantage of traders all the world over systems of registration.

Your memorialists feel that they would run the risk of becoming tedious were they to attempt in this memorial to give reasons for the consensus of opinion of the civilised world in this respect, but they are quite sure that the advantages which have been obtained by commerce, from trade-mark registration all over the world, are advantages which would be obtained from a system of Indian Registration, and that there is really no valid reason why the Indian Empire should stand in isolation from the rest of the world in this matter.

Your memorialists feel that a word of explanation is necessary with reference to the fact that the cotton marks are excluded from the proposed Resolution. The reason for this is that the Chambers of Commerce representing the cotton districts are of opinion that cotton marks present so many complexities arising from the small differences between many of them and of the great multiplicity of brands that it would be better not to include the cotton marks in the registration; and it is thought that probably this arrangement would get rid of a very great many difficulties which may have been felt by Indian traders with regard to a system of registration.

Your memorialists therefore hope that you will be good enough to reconsider the whole matter and to bring the Government of India into line with the rest of the civilised world by initiating a system of registration of trade-marks.

Given under the Common Seal of this Association the 13th day of May 1905.

W. H. HOLLAND, President,
EDWARD W. FITHIAN, Secretary.

Parliament Mansions,
Victoria Street, S. W.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

No. 54, dated 14th September 1905.

To—THE RIGHT HONOURABLE ST. JOHN BRODRICK,
HIS MAJESTY'S SECRETARY OF STATE FOR INDIA.

SIR,—We have the honour to acknowledge the receipt of your despatch No. 88 (Revenue), dated the 9th June 1905, on the subject of the introduction of a system of trade-marks registration in India, applicable to all goods other than the cotton classes. With your despatch you forwarded a copy of a memorial from the Association of Chambers of Commerce of the United Kingdom, and requested us to consider the representations contained in that memorial in connection with the letter from the Cutlers' Company, dated the 6th April 1905.

2. We have carefully considered the argument advanced by the Chambers of Commerce and by the Cutlers' Company; but we regret that we are unable to modify the opinion which we expressed in our despatch No. 258, dated the 21st July 1904, on this subject. The correspondence forwarded with your despatch does not contain anything which would influence us to alter the decision then arrived at. As has already been explained, we attach the greatest importance to the fact that the Local Governments and the recognised representatives of the commercial community throughout India are strongly opposed to the introduction of any system of trade marks registration such as the English Chambers

desire to see inaugurated. The fact that it is now proposed not to register cotton marks does not, in our opinion, materially alter the position, as the abandonment of the suggestion that such marks should be registered appears to be due to a clear recognition, in respect of one particular class of goods, of the difficulties in the way of establishing a satisfactory system of trade-marks registration in India, and to the perception of the fact that such a system is unnecessary. The objections which have led to the suggestion that cotton marks should be excluded from the purview of the proposal are, we consider, equally applicable to the scheme as a whole; but, whatever opinion may be held as to this point, we consider that the strong and practically unanimous expression of disapproval on the part of the Local Governments and Indian Chambers of Commerce should be accepted as conclusive evidence that a system of trade-marks registration is not required in the interests of India, and should not be introduced.—We have, etc.,

CURZON,
E. R. ELLES,
A. T. ARUNDEL,
H. E. RICHARDS,
J. P. HEWETT,
E. N. BAKER,
C. L. TUPPER.

INDIA OFFICE.

No. 110 (Revenue), dated 22nd June 1906.

To—H. E. THE RIGHT HONORABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

My LORD,

In continuation of despatch No. 88 (Revenue) of 9th June 1905, I forward, for the consideration of Your Excellency's Government, a copy of a memorial from the Association of Chambers of Commerce of the United Kingdom, dated 24th May 1906, on the subject of the establishment of a system of registration of trade marks in India. I also forward a copy of a letter,* dated 23rd November 1905, which, on receipt of the Government

* No. R. & S.—2536, dated 23rd November 1905.

of India's letter No. 54 (Customs), dated 14th September 1905, I caused to be addressed to the Association of Chambers of Commerce and to the Cutlers' Company.—I have, etc.,

JOHN MORLEY.

INDIA OFFICE.

No. R. & S.—2536, dated 23rd November 1905.

To—THE PRESIDENT OF THE ASSOCIATION OF CHAMBERS OF COMMERCE OF THE UNITED KINGDOM.

SIR,—With reference to previous correspondence ending with the letter from this office of the 6th June last, No. R. & S.—1258, I am directed by the Secretary of State for India in Council to inform you that the Government of India, having carefully considered the arguments advanced by the Cutlers' Company and the Association of Chambers of Commerce, regret that they are unable to modify the conclusion at which they had previously arrived, that the establishment of a system of trade-mark registration in India is not required in the interests of India, and that such a system should not be introduced. The enclosed copy of an extract from the Government of India's reply will acquaint you with the reasons which have influenced their decision

I am to say that the Secretary of State in Council, without entering upon a consideration of the merits of the case, has come to the conclusion that so long as the preponderance of commercial and mercantile opinion in India is opposed to the establishment of trade marks registration, no practical result will be attained by prolonging the present discussion. Even if the Government of India were to be convinced that its establishment was desirable, they would have grounds for hesitating to propose the necessary legislation, if they held that it would encounter the determined opposition of the representatives of trade and commerce in the Legislative Council, and possibly that of other unofficial members of the Council. The advancement of the question must, therefore, depend upon a change of public opinion in India.—I have, etc.,

A. GODLEY,
Under-Secretary of State for India.

To—The Right Honourable John Morley, M.P.,
Secretary of State for India.

The memorial of the Association of Chambers of Commerce of the United Kingdom, of which the following Chambers of Commerce are members :—

Aberdeen,
Anglo-Belgian,
Arbroath,
Australasian,
Barnsley,
Barrow-in-Furness,
Batley,
Bath,
Belfast,
Birmingham,
Bolton,
Blackburn,
Bradford,
Bristol,
Burnley,
Bury,
Cardiff,
Cleckheaton,
Coventry,
Derby,
Dewsbury,
Dublin,
Dudley,
Dundee,
Edinburgh,
Exeter,
Falmouth,
Gloucester,
Goole,
Great Grimsby,
Greenock,
Halifax,
Hartlepool,
Heckmondwike,
High Wycombe,
Huddersfield,
Hull,
Ipswich,
Italy (British Chamber),
Jersey,
Kendal,
Kidderminster,
Lancaster,
Leeds,
Leicester,
Leith,
Lincoln,
Liverpool,
Llanelly,
London,
Luton,
Macclesfield,
Middlesbrough,
Morley,
Newcastle,
Newport,
North Shields,
North Staffordshire,
Nottingham,
Oldham,
Ossett,
Paris (British Chamber),
Plymouth,
Portsmouth,
Poole,
Salt,
Sheffield,

Southampton,
South of Scotland,
Stockton,
Stroud,
Sunderland,
Swansea,
Torquay,
Trowbridge,
Wakefield,
Walsall,
Woolwich,
Warrington,
Worcester,
Yeadon,
York.

Showeth—

That at their recent annual meeting your memorialists unanimously passed the following Resolution with reference to the establishment of a system of registration of trade-marks in India :—

"That in the opinion of the Associated Chambers of Commerce a system of trade-mark registration, similar to that in this country, should be established in British India ; but that having regard to the difficulties presented by the complexity of cotton marks, the cotton classes should be excluded from such system of registration."

Your memorialists desire to bring this Resolution under your notice, and to urge upon you the expediency in the interest of British and Indian trade of taking action to bring about the desired result.

Your memorialists are aware that the Company of Cutlers in Hallamshire in the County of York have recently brought this matter under your notice, and that the Indian Government have for various reasons declined to establish trade-marks registration in the Indian Empire.

Your memorialists are informed that the Cutlers' Company have dealt with the objections in detail ; and therefore your memorialists do not desire to trouble you further than to point out that the civilised world is agreed upon the advantages of, and the necessity for, a system of trade mark registration.

That there would appear to be no circumstances whatever affecting the Indian Empire which differentiate it from the other Colonies and Dependencies in this country and from foreign countries, the bulk of whom have established to the great advantage of traders all the world over system of registration.

Your memorialists feel that they would run the risk of becoming tedious were they to attempt in this memorial to give reasons for the consensus of opinion of the civilised world in this respect, but they are quite sure that the advantages, which have been obtained by commerce and trade-mark registration all over the world, are advantages which would be obtained from a system of Indian Registration, and that there is really no valid reason why the Indian Empire should stand in isolation from the rest of the world in this matter.

Your memorialists feel that a word of explanation is necessary with reference to the fact that the cotton marks are excluded from the proposed registration. The reason for this is that the Chambers of Commerce representing the cotton district are of opinion that cotton marks present so many complexities arising from the small differences between many of them and of the great multiplicity of brands that it would be better not to include the cotton marks in the registration ; and it is thought that probably this arrangement would get rid of a very great many difficulties which may have been felt by Indian traders with regard to a system of registration.

Your memorialists, therefore, hope that you will be good enough to reconsider the whole matter, and to bring the Government of India into line with the rest of the civilised world by initiating a system of registration of trade-marks.

Given under the Common Seal of this Association the 24th day of May 1906.

W. H. HOLLAND,
EDWARD W. PITHIAN.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE AND INDUSTRY.

No. 44, dated 9th August 1906.

To—THE RIGHT HONOURABLE JOHN MORLEY, O.M.,
HIS MAJESTY'S SECRETARY OF STATE FOR INDIA.

SIR,—We have the honour to acknowledge the receipt of your despatch No. 110 (Revenue), dated the 22nd June 1906, with which you forwarded, for our consideration, a copy of a memorial from

the Association of Chambers of Commerce of the United Kingdom, dated the 24th May 1906, on the subject of the establishment of a system of registration of trade marks in India.

2. The question has, as you are aware, received our fullest consideration on several occasions in the past, and its advancement must, we consider, depend upon a change in public opinion in India. We have no reason to believe that there has been any such change in public opinion since our despatch No. 54, dated the 14th September 1905, was written, and the reasons adduced in that despatch against the introduction of a system of registration of trade marks must, we think, be held to apply with equal force to the present proposal.—We have, etc.,

MINTO,
KITCHENER.
A. T. ARUNDEL.
DENZIL IBBETSON.
H. E. RICHARDS.
E. N. BAKER.
C. H. SCOTT.
C. L. TUPPER.

INDIA OFFICE, LONDON.

No. 131 (Revenue), dated 13th November 1908.

To—HIS EXCELLENCY THE RIGHT HONOURABLE THE GOVERNOR GENERAL OF INDIA IN COUNCIL.

My Lord,—In continuation of my despatch No. 110 (Revenue) of 22nd June 1906, I forward, for the consideration of Your Excellency's Government, a copy of a further memorial from the Association of Chambers of Commerce of the United Kingdom, dated 19th October 1908, on the subject of the establishment of a system of registration of trade marks in India.

2. In reply to that despatch Your Government stated that public opinion had undergone no change since your predecessor's Government declared, in letter, dated 14th September 1905, that the Local Governments and the recognised representatives of the commercial community throughout India were strongly opposed to the introduction of such a system.

3. The memorialists, it will be seen, suggest that the opinion of the commercial community in India has now undergone a change in favour of registration, and I shall be glad to learn your present views on the question.—I have, etc.,

MORLEY OF BLACKBURN.

ENCLOSURE.

Indian Trade Mark Registration.

TO—THE RIGHT HONOURABLE VISCOUNT MORLEY OF BLACKBURN, O.M., HIS MAJESTY'S SECRETARY OF STATE FOR INDIA.

The memorial of the Association of Chambers of Commerce of the United Kingdom, of which the following Chambers of Commerce are members :—

Aberdeen,
Anglo-Belgian,
Australasian,
Arbroath,
Barnsley,
Bath,
Batley,
Belfast,
Birmingham,
Blackburn,
Bolton,
Bradford,
Brighouse,
Bristol,
Burnley,
Bury,
Camborne,
Cardiff,
Chesterfield;
Cleckheaton,
Cork,
Coventry,
Croydon,
Derby,
Dewsbury,
Dover,
Dublin,
Dudley,
Dundee,
Edinburgh,
Erith,
Exeter,
Falmouth,
Gloucester,
Goole,
Greenock,
Halifax,
Hartlepool,
Heckmondwike,
High Wycombe,
Huddersfield,
Hull,
Inverness,
Ipswich,
Italian Chamber,
Jersey,
Keighley,

Kendal,
Kidderminster,
Lancaster,
Leeds,
Leicester,
Leith,
Limerick,
Lincoln,
Liverpool,
Llanelly,
London,
Luton,
Macclesfield,
Manchester,
Morley,
Newcastle,
Newport,
Nice,
North Shields,
North Staffordshire,
Norwich,
Nottingham,
Oldham,
Ossett,
Paris,
Penzance,
Plymouth,
Portsmouth,
Reading,
Redruth,
Salt,
Sheffield,
Southampton,
South of Scotland,
Stockton,
Stroud,
Sunderland,
Swansea,
Taunton,
Torquay,
Trowbridge,
Wakefield,
Walsall,
Warrington,
Wolverhampton,
Worcester,
Yeadon, and
York.

Showeth—

1. That your memorialists at their autumnal meeting held at Cardiff on the 16th September 1908 passed the following Resolution:—

> "That in the opinion of the Associated Chambers of Commerce, a system of trade mark registration, similar to that in this country, should be established in British India; but that, having regard to the difficulties presented by the complexity of marks, the cotton classes should be excluded from such system of registration."

2. This Resolution has been several times passed at meetings of your memorialists, but up to the present time His Majesty's Government have not thought it expedient to take steps to carry this Resolution into effect.

3. Your memorialists desire to bring this Resolution under your notice, and to urge upon you the expediency, in the interests of British and Indian trade, of taking action to bring about the desired result.

4. Your memorialists are aware that the Company of Cutlers in Hallamshire, in the County of York, in the year 1904, brought this matter under the notice of His Majesty's Government, and strongly advocated the establishment of a system of trade mark registration in India.

5. That practically all the countries in the world have now established systems of trade mark registration, and there do not appear to be any reason why the Indian Empire should be an exception, especially as infringements of trade marks are very frequently committed in India, and no doubt trade mark registration there would stop, to a very large extent, this reprehensible practice.

6. The existence of trade mark registration and the production of the certificate would enable holders of marks to defend their rights far more easily, and would negative the very usual defence which is made to the effect that the infringer was ignorant of the fact that the mark belonged to anyone else.

7. In November 1905 your memorialists were informed that the preponderance of the commercial and mercantile opinion in India was opposed to the establishment of trade mark registration, but recently some of the Indian Chambers of Commerce have made pronouncements in favour of trade mark registration, so that it would appear that the commercial community in India are rapidly coming round to the view that registration would be a beneficial thing.

8. Your memorialists feel that a word of explanation is necessary with reference to the fact that the cotton marks are excluded from the proposed Resolution. The reason for this is that the Chambers of Commerce representing the cotton districts are of opinion that cotton marks present so many complexities arising from small differences between many of them and of the great multiplicity of brands, that it would be better not to include the cotton marks in the registration; and it is thought that probably this arrangement would get rid of a very great many difficulties which may have been felt by Indian traders with regard to a system of registration.

Your memorialists, therefore, hope that you will be good enough to reconsider the whole matter, and to bring the Government of India into line with the rest of the civilised world by initiating a system of registration of trade marks.

Given under the Common Seal of this Association the 19th day of October 1908.

BRASSEY,
President,

EDWARD W. HITHIAN,
Secretary.

Parliament Mansions,
Victoria Street, Westminster, S. W.

CHAMBER OF COMMERCE,
BOMBAY, 12th March 1909.

No. 230 OF 1909.

THE ACTING-UNDER SECRETARY TO GOVERNMENT,
REVENUE DEPARTMENT,
Bombay.

SIR,—I am directed to acknowledge receipt of your communication No. 1290 of the 6th February 1909 on the subject of the registration of Trade Marks in India.

2. In reply, I am to state that there is still complete unanimity in the opinion, already expressed in previous correspondence, that the present provisions of the law for the protection of Trade Marks in India are adequate, and that regulations on the lines adopted in the United Kingdom are neither necessary nor desirable.

3. It is not felt that the Chamber's opinion can in any way be changed by the proposal to exclude Cotton Marks from the proposed registration, as an Indian Merchant's numerous stamps and tickets are for general use; and the objections my Committee have previously urged would apply equally if registration of these was needed for articles other than Cotton goods.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX X.

DRAFT RULES GOVERNING THE GRANT OF MINING CONCESSIONS IN INDIA.

No. 10043 of 1909.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 16th October 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

SIR,—I am directed to forward a copy of the revised draft rules governing the grant of mining concessions in India; and to request that you will be so good as to favour Government with the opinion of the Chamber and with any suggestions they may have to make regarding the rules.—I have, etc.,

H. B. CLAYTON,
Under Secretary to Government.

Rules for the grant by Local Governments of Licenses for Minerals and of Mining Leases in British India.

The following rules regulating the grant by Local Governments of licenses* to prospect for minerals and the grant of leases of mines and minerals have been made by the Governor General in Council, and sanctioned by the Secretary of State for India in Council.

No such license or lease can be granted by any Local Government otherwise than in accordance with these rules, except with the previous sanction of the Secretary of State for India in Council, or

Note—The issue of exploring licenses authorising the surface of land to be searched for minerals has been discontinued. The surface of unoccupied and unreserved land which is the property of Government may be freely searched without authority. In the case of occupied land search can be made only with the consent of the occupier.

with that of the Governor General in Council under any general or special authority which he may have received in that behalf from the Secretary of State in Council.

In these rules—

"Collector" means the Revenue Officer in charge of the district;

"Local Government" includes a Chief Commissioner; and

"Person" includes any person, syndicate, partnership, or Company.

A license or lease under these rules may be granted to any persons in case of the death of the person or any of the persons to whom it is granted, it shall inure for the benefit of his legal representatives.

Certificates of approval.

1. (1) No prospecting license or mining lease shall be granted except to a person holding a certificate of approval from the Local Government.

(2) A certificate of approval shall have effect from the date thereof; and shall expire at midnight on the 31st of December next following. Only one person shall be named in such certificate. The fee payable therefor shall be Rs. 50.

(3) A certificate of approval may be renewed at the discretion of the Local Government on payment of a fee of Rs. 10, if application for renewal is made within one month of the date of expiry of the original certificate. Otherwise the fee shall be Rs. 50.

(4) The names of persons to whom certificates of approval have been granted shall be published in the Local Government Gazette, and every application for a prospecting license or a mining lease shall be accompanied by a statement of the number and date of the Gazette notification of the certificate of approval.

(5) Before considering an application for a prospecting license or a mining lease, the Collector shall verify the Gazette notification quoted, and shall refuse any application for a license or a mining lease from a person not in possession of a valid certificate of approval. Provided that licenses or leases previously granted may be held by a grantee who is no longer in possession of a certificate of approval.

Prospecting Licenses.

2. (1) A license to prospect for minerals or mineral oil, called hereinafter a prospecting license, shall confer on the licensee the sole right, subject to the conditions contained in the license, to mine, quarry, bore, dig and search for, win, work, and carry away any mineral or mineral oil, lying or being within, under or throughout the land specified in the license.

(2) A prospecting license shall be granted only in respect of land in which the mines, minerals, or mineral oils are the property of Government.

3. (1) Every application for a prospecting license shall, unless the Local Government shall in any case otherwise direct, be made to the Collector of the district in which the land or some part of the land with respect to which the license is required is situate.

(2) Every such application shall contain the following particulars, namely:—

(*a*) the name, residence, and profession of the applicant;

(*b*) a description, illustrated by a map or plan, showing as accurately as possible the situation, boundaries and area of the land with respect to which the license is required.

(3) Should the applicant for a prospecting license desire the Collector to prepare for him the map or plan required by this Rule, or should the map or plan presented by the applicant be insufficient, the Collector may prepare the map or plan required, and may, if he so order, recover the cost from the applicant at a rate not exceeding 4 annas per acre.

(4) The Collector shall prepare and maintain up to date a map showing the areas granted under prospecting licenses and mining leases. The map shall be open to inspection by any holder of a certificate of approval or his duly authorized representative, on payment of such a fee as the Local Government may prescribe.

4. The Local Government may declare, in respect of any specified area, that, in lieu of presenting an application containing the parti-

culars required in Rule 3 (2) above, every applicant for a prospecting license shall adopt the procedure prescribed below :—

(1) He shall, before forwarding his application to the Collector demarcate the area applied for in the following method :—

(*a*) At every angle or corner of each boundary line, or as near thereto as is practicable, he shall fix pegs of substantial material standing not less than 2 feet above the surface of the ground, and being not less than 3 inches square or 3 inches in diameter.

(*b*) If pegs be not obtainable, he may use instead cairns of stones or mounds of earth, having in each case a height of not less than 2 feet and a diameter at the base of not less than 2 feet.

(*c*) The direction of the boundary line on each side of each peg, cairn or mound shall be indicated with reasonable care by a trench having a length of 4 feet and a breadth and depth of not less than 6 inches; provided that if trenches cannot be conveniently cut, the direction of the boundary lines shall be indicated by finger posts, or in any other manner suitable for the purpose.

(*d*) The pegs, cairns or mounds shall bear or have affixed thereto some distinguishing mark which shall be described in the application.

(*e*) In the case of an application for land on the sea-shore, it shall not be necessary to mark out the land below high-water level.

(*f*) No peg, cairn, mound, or other mark employed in marking out the land applied for shall be removed or defaced after the application shall have been filed, without the permission of the Collector.

(2) The application to the Collector shall contain the following particulars, *viz.* :—

(*a*) The name, residence and profession of the applicant.

(*b*) A description as accurate as possible, and illustrated by a sketch of the situation, boundaries and area of the land with respect to which the license is required.

(*c*) A description of the distinguishing mark on the pegs, cairns or mounds constructed to mark out the boundaries of the concession applied for.

(*d*) The date of marking out the concession applied for.

(3) The application shall be accompanied by such deposit as the Local Government may by general or special order declare to be required to meet the cost of a survey of the area.

(4) The Collector shall, as soon as possible after the receipt of the application, cause the land applied for to be surveyed at the expense of the applicant, and the area and all other details ascertained in the course of such survey shall be presumed to be correct.

5. On receipt of any application under Rule 3 or Rule 4 the Collector shall, as soon as practicable, inquire whether the grant of the license applied for is inexpedient either on the ground that the land described in the application is required for a public purpose or otherwise.

6. (1) Should the Collector be of opinion that it is not expedient to grant the license, he shall refuse to grant it, and shall forthwith report the matter through the proper channel to the Local Government which may pass such orders as it may think fit. Provided that the Local Government may exempt the Collector, in respect of any area or any class of cases, from the necessity of making such report.

(2) Subject to the control of the Local Government, the Collector, if he finds that the applicant is in possession of a valid certificate of approval, and that there is no objection to the grant of the license applied for, may grant to the applicant a license in such form as may be prescribed, and shall report the matter to the Local Government or such other authority as the Local Government may direct.

7. Every applicant shall, before the license is granted, deposit as security in respect of such license a sum of Rs. 100 per square mile or part of a square mile of the area covered by the license, or with the Collector's permission give security to a like amount to the satisfaction of the Collector. Subject to such deduction on account of

compensation for surface damage, penalty, or otherwise as the Collector may order, the amount of any deposit made under this rule, should the depositor afterwards be granted a mining lease, will be carried to his credit as part of the rents, royalties or deposit money payable under the lease. Or should he decline, or fail to obtain any such lease as aforesaid, the amount will be returned to him on his satisfying the Collector that the condition in Rule 9 (ix) has been complied with and on his furnishing the Collector with the information required by Rule 13.

8. (1) A register of applications for prospecting licenses shall be kept in English in the Collector's office, specifying—

(1) Serial number.
(2) Name of applicant.
(3) Residence of applicant.
(4) Date and number of certificate of approval granted to applicant by the Local Government.
(5) Date of application.
(6) If application received incomplete, date of completion.
(7) Situation and boundaries of the land.
(8) Estimated area.
(9) Date of license, if granted.
(10) Period for which granted, with note as to renewals or lapses.
(11) Fee and royalty payable under Rule 9 (ii) and (iii).
(12) Amount of deposit.
(13) Particulars of disposal or refund of deposit.

(2) The register shall be open to inspection by any holder of a certificate of approval or his duly authorized representative, on payment of such fee as the Local Government may prescribe.

(3) In the case of two or more applications affecting the same land, priority shall, subject to any order which the Local Government may pass in any particular case, be deemed to lie with the applicant, who, being the holder of a certificate of approval, and after compliance with the procedure prescribed by the rules, shall have been the first to file his application with the Collector; and the Collector, or such officer as he may authorise to do so, shall note upon every application the date and hour of its receipt.

9. Every prospecting license shall contain such conditions as may in any particular case seem necessary, and shall in all cases contain the following conditions:—

(*i*) The term for which the license shall be granted shall be two years or such shorter term as the applicant may desire. No renewal of a prospecting license for a period which shall make the total term of the license extend beyond two years shall be permitted without the sanction of the Governor General in Council in each case.

Provided that, when the licensee has, before the termination of the period of the license, applied for the grant of a mining lease, the Collector may extend the period of the license until a mining lease is granted or for such time as he may deem fit.

(*ii*) The licensee shall pay a fee not exceeding one rupee and not less than one anna per acre of the land covered by the license, for each year or portion of a year of the term for which the license is granted. When an extension of the period of the license is granted by the Collector under the proviso to the last foregoing condition, the Collector may, at his discretion, grant such extension free of charge or may levy a fee for the period of the extension proportionate to the annual fee above prescribed.

(*iii*) The licensee shall pay royalty at a rate not exceeding 15 per cent. of the value on all precious stones won and carried away, and a royalty at the rates specified in Schedule A on all other minerals won and carried away over and above such quantity as is allowed in Schedule B to be taken free for purposes of experiment.

(*iv*) No land in the occupation of any person shall be entered upon without the consent of the occupier; and no trees, standing crops or other private property shall be cut or in any way injured without the consent of the owner thereof.

(*v*) The licensee shall make and pay reasonable satisfaction and compensation for all damage, injury or disturbance which may be done by him in exercise of the powers granted by the license, and shall indemnify the Government

against all claims which may be made by third parties in respect of any such damage, injury or disturbance.

(*vi*) The licensee shall not cut or injure any tree on unoccupied and unreserved land without the permission in writing of the Collector, or of such officer or officers as he may appoint; nor without the permission of the Collector, shall he disturb the surface of any road, or enter on any public pleasure ground, burning or burying ground, or place held sacred by any class of persons.

(*vii*) The licensee shall have power to assign his license or transfer any right or interest thereunder to a person holding a certificate of approval, subject only to the condition that such assignment or transfer shall be reported to the Collector within one calendar month of its completion together with full particulars of the transaction. All such assignments or transfers shall be registered in the office of the Collector, and a fee shall be paid for registration at such rate as the Governor General in Council may prescribe in this behalf.

Provided that in the case of any particular mineral* the Governor General in Council may reserve the right to require his previous sanction to the assignment or transfer.

(*viii*) In case of any breach on the part of the licensee of any of the preceding clauses, the Collector may summarily revoke the license, and thereupon all rights conferred thereby or enjoyed thereunder shall cease; or should he see fit, he may, in lieu thereof, declare to be forfeited to Government the whole or any part of the deposit made by the licensee under Rule 7. An appeal shall lie to the Local Government against any order under this clause within thirty days from the date of its communication to the licensee.

(*ix*) Save in the case of land over which the licensee shall have been granted a mining lease on or before the determination of the license, he shall within six months next after the determination of the license or the date of the abandonment of the undertaking, whichever shall first occur,

* The right has been reserved at present in the case of

securely plug any bores and fill up or fence any holes or excavations that he may have made in the land to such extent as the Collector may require, and shall to the like extent restore the surface of the land and all buildings thereon which he may have damaged in the course of prospecting.

(*x*) Should any question or dispute arise regarding the license, or any matter or thing connected therewith, or the powers of the licensee thereunder, or the amount or payment of the rent or royalty made payable thereby, the matter in difference shall be decided by the Local Government, whose decision shall be final.

10. On or before the determination of his license the licensee shall have a right, subject to the rules hereinafter contained—

(*a*) in the case of mineral oil or minerals other than precious stones, to a mining lease in accordance with the terms contained in the rules for mining leases;

(*b*) in the case of precious stones, to the first offer of such mining lease as the Governor General in Council may think fit to grant.

Such lease may include so much land, comprising the whole or a part only of the area for which the prospecting license was granted as shall not exceed the area specified with respect to mining leases in Rule 18.

11. (1) All operations conducted under the authority of these rules within a reserved forest shall be subject to such conditions as the Local Government may by general or special order from time to time prescribe.

(2) It shall be a condition of every license granted under these rules that, before the commencement of prospecting within a reserved forest, notice shall be given to the District Forest Officer of the intention to commence operations, and that the operations shall be conducted subject to any conditions regarding the use of fire that he may prescribe.

12. If a license is not executed within three months after leave has been granted for it, the right of the applicant to such license shall be held to have lapsed, unless the Local Government, for

special reasons, consents to grant the same notwithstanding the delay.

13. The licensee shall be required, before the deposit made under Rule 7 is returned to him, to disclose confidentially to the Collector all information acquired in the course of the operations carried on under the license, regarding the minerals contained in or the geological formation of any area not taken up by him under a mining lease.

SCHEDULE A.

Royalty—Rule 9 (iii).

Coal, exclusive of dust and coal used on the works.	5 per cent. on the sale value at the pit's mouth, with a minimum of 2 annas per ton.
Coal dust	...Half the rates fixed for coal.
Oil	...8 annas per 40 gallons or 5 per cent. *ad valorem* on gross value.
Gold and silver ...	...7½ per cent. on the profits* of each taken separately or 2½ per cent. on the gross value, at the option of the Local Government.
Iron	...½ anna per ton of iron stone.
Precious stones ...	...Not exceeding 15 per cent. of the value on all precious stones won and carried away.
All other minerals not specified above.	2½ per cent. on the sale value at the pit's mouth or on the surface of the dressed ore or metal, convertible at the option of the Local Government to an equivalent charge per ton to be fixed annually or for a term.

* Profits shall be taken to mean the excess of the revenue which is wholly derived from the sale of the mineral or minerals specified over expenditure, after all costs and expenses chargeable to the actual working and management of the mine shall have been included. But neither depreciation nor amortization nor Director's fees, nor any revenue or expenditure obtained or incurred on account of share or capital transactions, or by trading shall be brought into the account, provided that the fees of such Director or Directors as may actually direct technical operations and are specifically denoted as Managing Director or Managing Directors, may be included in the expenditure.

SCHEDULE B.

Maximum quantities removable free of royalty—Rule 9 (iii)

Class A.	—Separated gold, platinum and other precious metals occurring in the native state	*Nil.*
„	B.—Auriferous rock and gravel	2 tons
„	C.—Metalliferous ores, such as those worked for aluminium, iron, manganese	10 „
„	D.—Metalliferous ores, such as those worked for antimony, arsenic, bismuth, chromium, copper, lead, nickel, tin, titanium, tungsten, zinc	5 „
„	E.—Metalliferous ores, such as those worked for cadmium, cobalt, mercury, molybdenum, silver, thallium, vanadium	2 „
„	F.—Compound ores containing the metals of class E in smaller quantities than those of class D	5 „
„	G.—Coal, lignite	50 „
„	H.—Petroleum	200 gallons.
„	I.—Minerals of the so-called "rare earths," such as minerals worked specifically for caesium, columbium, didymium, erbium, gallium, germanium, indium, lithium, niobium, rubidium, tantalum, thorium, uranium, yttrium, zirconium	1 ton.
„	J.—Minerals used in agriculture and chemical manufactures, such as bauxite, gypsum, iron pyrites, and pyritous shales	10 tons.
„	K.—Minerals used in various arts, such as asbestos, barytes, bitumen, borax, corundum, emery, felspar, fluor, spar, graphite, mica, native sulphur.	½ ton.
„	L.—Precious stones and gems, such as agate, amber, amblygonite, amethyst, aquamarine, beryl, chrysoberyl, chrysolite, diamond, emerald, granet, jade and jadeite, jasper, lapis, lazuli, moon-stones, opal, ruby, sapphire, spinel, topaz, tourmaline, torquois	*Nil.*

Mining Leases.

14. (1) Every application for the grant of a mining lease, not being a lease of a mine of precious stones, shall be presented to the Collector in whose district the land or some part of the land with respect to which the lease is required is situate. The Collector shall forward the application through the proper channel to the Local Government.

(2) A mining lease shall be granted only in respect of land in which the mines, minerals, or mineral oils are the property of Government.

(3) With the application, the applicant shall deposit * as security in respect of preliminary expenses, such sum not exceeding Rs. 500, as the Collector may determine, or with the Collector's permission give security to the like amount to the satisfaction of the Collector. The amount of any deposit made under this rule, should the depositor be granted a mining lease, will be carried to his credit as part of the rents and royalties payable under the lease, or should he decline to receive or fail to obtain any such lease as aforesaid, will be returned to him, less any expenses incurred by Government.

15. (1) Every application for a mining lease shall contain the following particulars, namely:—

(*a*) the name, residence, and profession of the applicant;

(*b*) a specification of the mineral or minerals for which the applicant intends to mine;

(*c*) a description, illustrated by a map or plan, showing as accurately as possible, the situation, boundaries, and area of the land with respect to which the lease is required.

(2) Should the applicant for a mining lease desire the Collector to prepare for him the map or plan required by this rule or should the map or plan presented by the applicant be insufficient, the Collector may prepare the map or plan required, and may, if he so order, recover the cost from the applicant at a rate not exceeding 4 annas per acre.

* *Note.*—Any amount held in deposit under Rule 7 will be carried to the credit of the applicant, if the application relates to the area for which he holds a prospecting license.

(3) The Collector shall prepare and maintain up to date a map showing the areas granted under prospecting licenses and mining leases. The map shall be open to inspection by any holder of a certificate of approval or his duly authorized representative on payment of such fee as the local Government may prescribe.

16. The Local Government may declare in respect of any specified area, that, in lieu of presenting an application containing the particulars required in Rule 15 (1) above, every applicant for a mining lease over an area, in respect of which he is not already in possession of or has not submitted an application for a prospecting license, shall adopt the procedure prescribed below.

(1) He shall, before forwarding his application to the Collector, demarcate the area applied for in the following method :—

(*a*) At every angle or corner of each boundary line, or as near thereto as is practicable, he shall fix pegs of substantial material standing not less than 2 feet above the surface of the ground, and being not less than 3 inches square or 3 inches in diameter.

(*b*) If pegs be not obtainable, he may use instead cairns of stones or mounds of earth, having in each case a height of not less than 2 feet and a diameter at the base of not less than 2 feet.

(*c*) The direction of the boundary line on each side of each peg, cairn or mound shall be indicated with reasonable care by a trench having a length of 4 feet, and a breadth and depth of not less than 6 inches ; provided that if trenches cannot be conveniently cut the direction of the boundary lines shall be indicated by finger posts, or in any other manner suitable for the purpose.

(*d*) The pegs, cairns or mounds shall bear or have affixed thereto some distinguishing mark which shall be described in the application.

(*e*) In the case of an application for land on the sea-shore, it shall not be necessary to mark out the land below high-water level.

(*f*) No peg, mound, or other mark employed in marking out the land applied for shall be removed or defaced after the application shall have been filed, without the permission of the Collector.

(2) The application to the Collector shall contain the following particulars, *viz* :—

(*a*) The name, residence and profession of the applicant.

(*b*) A description, as accurate as possible, and illustrated by a sketch, of the situation, boundaries and area of the land with respect to which the lease is required.

(*c*) A description of the distinguishing mark on the pegs, cairns or mounds constructed to mark out the boundaries of the concession applied for.

(*d*) The date of marking out the concession applied for.

(*e*) A specification of the mineral or minerals for which the applicant intends to mine.

(3) The application shall be accompanied by such deposit, in addition to that prescribed in Rule 14 above, as the Local Government may by general or special order declare to be required to meet the cost of survey of the area.

(4) The Collector shall, as soon as possible after the receipt of the application, cause the land applied for to be surveyed at the expense of the applicant, and the area and all other details ascertained in the course of such survey shall be presumed to be correct.

17. In the case of two or more applications affecting the same land, and presented by applicants who are not in possession of or have not applied for prospecting licenses in respect thereof, priority shall, subject to any order which the Local Government may pass in any particular case, be deemed to lie with the applicant who, being the holder of a certificate of approval and after compliance with the procedure prescribed by the rules, shall have been the first to file his application with the Collector ; and the Collector, or such officer as he may authorize to do so, shall note upon every application the date and hour of its receipt.

18. On receipt of the application from the Collector, the local Government may, if the applicant is entitled to a lease under Rule 10, or if it considers that the applicant should be granted a mining lease, grant the same in accordance with these rules over such area as it may think fit.

Provided that no mining lease shall be granted by the Local Government under these rules so as to cause the total area held under mining leases by the lessee, or by those joint in interest with him, to exceed ten square miles.

No such lease shall be executed until it has been approved by the Advocate-General or other legal adviser, if any, appointed for the Province.

19. Without the previous sanction of the Governor General in Council, the length of an area held under a mining lease shall not be allowed to exceed four times its breadth.

Provided that this rule shall not apply to areas in river beds held on lease for dredging purposes, in respect of which the Local Government may, with the sanction of the Governor General in Council, make rules as to the dimension and shape of areas for which such leases may be granted.

20. The boundaries below the surface of all areas given out on mining lease under these rules shall be considered to run vertically downwards towards the centre of the earth.

21. The term for which a mining lease may be granted shall not exceed 30 years, but the lease may contain a clause permitting renewal for a period not exceeding 30 years, on a dead and surface rent not exceeding twice the original dead and surface rent respectively, the royalty payable being that which may, on the day next following that on which the original lease shall determine, be in force under the orders of competent authority.

22. Every mining lease shall contain such conditions and stipulations as the Local Government may in each case consider neces-

sary; and shall in every case contain the following conditions, namely :—

(i) the lessee shall pay a royalty or royalties at the rate specified in the lease, which rate or rates shall be those fixed for the particular mineral or minerals in Schedule A ; and if any other mineral shall be discovered by him, then the royalty shall be paid therefor at such rate, not being less than 20 per cent. of the value thereof, as the Local Government may determine, until a mining lease has been obtained in respect of such mineral ; but the lessee shall be entitled within twelve months from the discovery of such mineral to require and obtain such lease for the term then unexpired of his original lease ; provided that, if he decline to take a lease as above provided, the Local Government may give a lease in respect of such mineral to any other person.

(ii) the lessee shall also pay for every year after the first year a fixed yearly dead rent at a rate not less than that laid down in Schedule B : provided that no lessee shall pay both royalty and dead rent in respect of the same lease, but only such one of them as may be of the greater amount.

(iii) the lessee shall also pay for all land which he may take up, use, or occupy for the purpose of the mine a surface rent at the rate specified in Schedule C.

(iv) the lessee shall at his own expense erect and at all times maintain and keep in repair boundary marks and pillars according to the demarcation to be shown in a plan annexed to his lease.

(v) the lessee shall make and pay reasonable satisfaction and compensation for all damage, injury or disturbance which may be done by him in exercise of the powers granted by the lease, and shall indemnify the Government against all claims which may be made by third parties in respect of any such damage, injury or disturbance.

(vi) the lessee shall not cut or injure any tree reserved in the lease.

(vii) the lessee shall have power to assign the lease or transfer any right or interest thereunder to a person holding a certificate of approval, subject only to the condition that such assignment or transfer shall be reported to the Collector within one calendar month of its completion, together with full particulars of the transaction. All such assignments or transfers shall be registered in the office of the Collector and a fee shall be paid for registration at such rate as the Governor General in Council may prescribe in this behalf.

Provided that in the case of any particular mineral* the Governor General in Council may reserve the right to require his previous sanction to the assignment or transfer.

(viii) the lessee shall commence† operations within one year from the date of the execution of the lease, and shall thereafter carry them on effectually in a proper, skilful and mining-like manner, unless prevented by unavoidable cause; should the lessee cease, without reasonable cause, of which the Local Government shall be the judge, to work the mine for a period exceeding one year in such a manner as to produce sufficient mineral to earn a royalty at least equal to the dead rent, it shall be deemed a breach of this condition.

(ix) the lessee shall keep correct accounts showing the quantity and particulars of all minerals obtained from the mine and the number of persons employed therein, and also complete plans of the mine, and shall allow any officer authorised by the Local Government in that behalf at any time to examine such accounts and plans, and shall furnish the Local Government with such information and returns in respect of the aforesaid matter as it may prescribe.

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* *Note*—The right has been reserved at present in the case of

† *Note.*—The erection of machinery for the purpose of working the mine although not necessarily on the land covered by the lease, shall be deemed sufficient compliance with the first part of this condition.

(x) the lessee shall allow existing and future license or lease-holders of any land which is comprised in or adjoins or is reached by the land held by the lessee, reasonable facilities of access thereto.

(xi) the lessee shall allow any officer authorised by the Local Government in that behalf to enter upon the premises comprised in the lease for the purpose of inspecting the same.

(xii) the lessee shall without delay send to the Collector a report of any accident which may occur at or in the said premises, and also the finding therein of any mineral not specified in the lease.

(xiii) should the royalty or rent reserved or made payable by the lease be not paid within two months next after the date fixed in the lease for the payment of the same, the Local Government may enter upon the said premises and distrain all or any of the minerals or movable property therein, and may carry away or detain them until the rent or royalty due and all costs and expenses occasioned by the non-payment thereof shall be fully paid; and if any royalty or rent remain at any time unpaid for six calendar months after the date on which it is due, the Local Government may determine the lease and take possession of the premises comprised therein.

(xiv) in case of any breach on the part of the lessee of any covenant or condition contained in the lease, the Local Government may determine the lease and take possession of the said premises; or, in the alternative, may accept payment of a penalty not exceeding twice the amount of the annual dead rent from the lessee.

(xv) at the end or sooner determination of the lease, the lessee shall deliver up the said premises, and all mines (if any) dug therein in a proper and workmanlike state, save in respect of any working as to which the Local Government may have sanctioned abandonment.

(xvi) should any question or dispute arise regarding the lease or any matter or thing connected with the mines and minerals leased or the working or non-working thereof, or the amount or payment or the royalty or rent reserved or made payable by the lease, the matter in difference shall be decided by the Local Government, whose decision thereon shall be final.

23. No lease of a mine of precious stones shall be granted except by the Governor General in Council. The procedure for obtaining, and the conditions of, such lease shall be those prescribed by Rules 14 to 22, read as if the Governor General in Council were substituted for the Local Government.

24. (1) All operations conducted under the authority of these rules within a reserved forest shall be subject to such conditions as the Local Government may by general or special order from time to time prescribe.

(2) It shall be a condition of every lease granted under these rules that before the commencement of work within a reserved forest, notice shall be given to the District Forest Officer of the intention to commence operations, and that the operations shall be conducted subject to any conditions regarding the use of fire that he may prescribe.

(3) Every mining lease which includes any portion of a reserved forest shall, if it authorises the lessee to fell timber for mining purposes, specify the area within which, or the quantity up to which, and the terms and conditions upon which, he may exercise that authority.

25. If the lease is not executed within three months after leave has been granted for it, the right of the applicant to such lease shall be held to have lapsed, unless the Local Government for special reasons consents to grant the same notwithstanding the delay.

SCHEDULE A.

Royalty—Rule 22 (*i*).

Mineral.	Royalty.
Coal exclusive of dust and coal used on the works.	5 per cent. on the sale value at the pit's mouth, with a minimum of 2 annas per ton.
Coal dust	Half the rates fixed for coal.
Oil	8 annas per 40 gallons, or 5 per cent. *ad valorem* on gross value.
Gold and silver	7½ per cent. on the profits* of each year taken separately, or 2½ per cent. on the gross value, at the option of the Local Government.
Iron	½ anna per ton of iron stone.
Precious stones	30 per cent. on the profits* of each year taken separately.
All other minerals not specified above.	2½ per cent. on the sale value at the pit's mouth or on the surface of the dressed ore or convertible metal, at the option of the Local Government, to an equivalent charge per ton to be fixed annually or for a term.

* Profits shall be taken to mean the excess of the revenue which is wholly derived from the sale of the mineral or minerals specified over expenditure, after all costs and expenses chargeable to the actual working and management of the mine shall have been included. But neither depreciation nor amortization nor Directors' fees, nor any revenue or expenditure obtained or incurred on account of share or capital transactions, or by trading, shall be brought into the account, provided that the fees of such Director or Directors as may actually direct technical operations, and are specifically denoted as Managing Director or Managing Directors may be included in the expenditure.

SCHEDULE B.

Minimum Dead Rent—Rule 22 (*ii*).

Mineral.	Dead Rent per acre (minimum).
(1) Coal, lignite, minerals used in agriculture and chemical manufactures, such as bauxite, gypsum, iron pyrites and pyritous shales.	4 annas per acre.
(2) Gold and silver, precious stones, and all minerals (not included in (1) above), except iron-ore.	1 rupee per acre.
(3) Iron-ore	1 anna per acre.

NOTE.—These minima are purposely fixed low: but they are liable to be largely exceeded, according to the value of the deposit and degree of development of the country.

SCHEDULE C.

Surface Rent—Rule 22 (*iii*).

The rent rate assessable under the revenue and rent law of the Province, or, if no such rent is so assessable, the rate which may be fixed by Government, subject to a maximum of one rupee and a minimum of four annas per acre.

THE CENTRAL PROVINCES AND BERAR MINING ASSOCIATION.

COPY No. 124.

The UNDER SECRETARY TO THE HON'BLE
THE CHIEF COMMISSIONER,
COMMERCE AND INDUSTRY DEPARTMENT,
C. P. SECRETARIAT,
Nagpur.

NAGPUR, 14*th October* 1909.

SIR,—In continuation of my letter No. 119, dated 27th September 1909, I have the honor to inform you that your letter No. $\frac{1492,}{\text{VIII-12-16}}$ dated September 4th, 1909, together with the copy of Government of

India, Commerce and Industry Department, letter No. 5984-5998-165, dated 16th August 1909, and the copy of the Draft Mining Rules as proposed by the Mining Rules Committee enclosed therein, have been carefully considered by the Committee of this Association, and I am directed to reply as follows :—

1. The Committee agree with all the Rules save those hereinafter mentioned, in which cases, however, they desire me to point out certain features.

2. The Committee welcome the introduction of the pegging out system and are confident that it will be a help to the genuine prospector.

3. *Re* Rule 3 (4). The Committee feel that the Collector will find it impracticable to maintain a map shewing all the areas granted under prospecting licenses in many districts, and they think the plans or sketches submitted with, or subsequent to, the applications would be found to be sufficient as, after all, a prospecting license is only a temporary matter.

4. With regard to Rules 4 (3) and (4), the Committee feel that the surveying by Government of all areas applied for under prospecting licenses will be found to be a task of such magnitude as to be impracticable or at the best to cause great delay. They suggest that the sketch required by Rule 4 (2) (b) with the application would be sufficient as any question as to areas overlapping could be settled by the position of the pegs in the ground. If this, however, be considered insufficient, the applicant, could be called upon to submit a plan, as accurate as possible and to a scale fixed by Government, within, say, two months of the date on which his license was granted, but that any question as to the actual boundaries should be settled by the position of his pegs supported by his original sketch and description.

5. Rule 8 (3). The Committee suggest that as an additional safeguard the rule should stipulate that a receipt, which should be signed by the Assistant-in-charge of head-quarters and should state the date and hour of the receipt of the application, should be given to the applicant at the time of submitting the same.

6. Rule 9 (1). The Committee, whilst admitting that in the cases of many minerals two years is a sufficient period in which to prospect

an area, feel that the rule, if rigidly enforced, would be a hardship to prospectors looking for rare metals such as Wolfram, etc., and in the case of those actually looking for that mineral in the C. P. two years has been proved to be quite inadequate. The Committee also feel that two years would probably be insufficient to test an area for coal, and certainly would be, if the area were at all large and would point out that actual boring operations have been carried on in the Kent coal field in England for the last 8-10 years at least, though no shafts have yet been sunk nor coal raised. The Committee suggest that the Rule allowing a prospecting license, though issued originally for one year, to be extended for a further period of two years should stand as at present, and they feel strongly that the power to so extend it, if it may not rest with the Collector, should rest with the Local Government instead of a reference to the Governor General in Council being necessary.

7. Rule 9. (ii) The Committee feel that the higher limit proposed of one rupee per acre as the fee to be charged on prospecting licenses, whilst it would certainly prevent many of the frivolous applications submitted at present, would also be a serious imposition in *bona fide* cases, and would tend to curtail the examination of many areas, especially where the outcrop were small or of doubtful quality by *bona fide* prospectors. Over and over again prospectors, who have limited the area they have applied for and which they have been the first to discover, have found subsequently that they have missed much, and sometimes the best parts of the deposit as to the extent to which surface indications are often very deceptive. As a safeguard, therefore, experience has shewn it to be wise for the *bona fide* prospector to take up a fairly large area, most of which, however, he subsequently relinquishes when applying for a mining lease, but in such a case especially should the ground turn out a failure, the imposition of a fee of one rupee per acre would bear very heavily, and the Committee feel that a much lower figure should be fixed as a maximum.

8. Rule 9. (IV) The Committee consider this, of all the rules, to be the one most requiring alteration. They feel very strongly that a prospecting license should carry with it the indisputable right of entry upon the ground. They agree that compensation should be paid to the occupier, and in this connection they are willing to

accept the assessment of a Revenue Officer. In Mexico, where the Mining Rules are the most efficient in the world, and where a large amount of English capital is invested, the occupier of the land cannot prevent the holder of a mining license from entering thereon. If the occupier and the prospector cannot come to an agreement within one fortnight as to the amount of the compensation to be paid, the matter is referred to the Commissioner whose assessment is binding on both parties. The procedure works extremely quickly and well, and the Committee feel that some such arrangement, even if requiring special legislation, should be inaugurated in India especially in view of the proposed reduction in the time for which a prospecting license shall remain in force and the imposition of a heavy fee, *vide* Rules 9 (1) and (2), and in arriving at this opinion they are guided by experience in the past, when lack of the right of entry has often caused great trouble between prospector and cultivator, and as an example I may mention a case, which came before the Committee recently, in which a prospecting license issued for a year, had almost expired before the consent of the occupier was secured. In such a case the whole object of a prospecting license may be defeated. I am directed by the Committee to emphasize their view on this point very strongly.

9. With regard to schedule A immediately following Rule 13, and the question of the calculation of Royalty, the Committee feel that depreciation on plant, machinery, etc., which is an actual loss incurred during the conduct of operations, should be allowed when calculating profits.

Mining Leases.

10. The Committee welcome the abolition of the old limit restricting the area which could be held in one block under a mining lease to half a square mile. In the case of the Chikla deposit leased by the Central Provinces Prospecting Syndicate, the enforcement of this rule compelled the syndicate to leave out of their area a large boulder ore deposit which was subsequently secured by others.

11. With reference to my remarks in para. 4 above *re* the surveying by Government of areas covered by prospecting licenses, I am directed to state that the Committee agree that it is desirable

that areas held under Mining Leases should be surveyed by Government as provided for in Rule 16 (4), and they think this should be done in the cases of applications supported by maps as described in Rule 15 (1) (c) as well as when the areas have been pegged out as described in Rule 16.

12. *Re* Rule 17. The Committee feel that, as in the case of applications for prospecting licenses, a receipt which should be signed by the Assistant-in-charge of head-quarters, and should state the date and hour of the receipt of the application, should be given to the applicant at the time of submitting the same.

13. The Committee consider that the words "in any one administrative district" should be inserted in Rule 18 so as to make the second portion thereof read as following:—

"Provided that no mining lease should be granted by a local Government under these rules so as to cause the total area held under mining leases by the lessee or by those joint in interest with him, in any one administrative district, to exceed ten square miles."

14. Rule 19. This is a very important point. This Committee have never varied in their condemnation of the restriction limiting the length of an area held under a mining lease to four times its breadth. Instances can be quoted where its rigid enforcement was, or would have been, a hardship to the original prospector. The manganese deposit at Ukua in the Balaghat District of the Central Provinces contains a reef 3 miles in length, but all the ore which will ever be worked by the Lessees, the Carnegie Steel and Co., is contained within a width of 1,000'. It is true that in this case the Government of India allowed the increased length to be taken up. The Committee feel that no restriction whatever should be imposed as to shape, provided that the total area held by one lessee does not exceed the 10 square mile limit or if this be unacceptable, then so long as the area taken up in one block does not exceed whatever reasonable limit Government think fit to impose.

15. The Committee feel obliged to take exception to Rule 22 (VIII) which, if enforced, might work great hardship in the cases of the holders of many mining leases for manganese ore in the Central Provinces in bad times like the present when for, in some

cases, years the sale price has been such as to make it impossible to work concessions save at a heavy loss, although with improved sale prices, railway communication, etc., these leases could and would be worked at a profit. Such a rule is bound to seriously affect prospecting in areas not already served by Railways, a practice always regarded by mining men all the world over as sound, Railways have generally hitherto been supposed to follow the discovery of mineral wealth, this rule will cause the converse to be truer, because it does not definitely state that bad trade would be regarded by the Local Governments as a "reasonable cause" for a cessation of work for a period of over one year. The Committee feel that in granting a mining lease, Government are entering into a contract. They are giving the lessee the right to work certain minerals in return for an undertaking on his part to pay them certain royalty or dead rent, which is after all only a minimum royalty, and that so long as the lessee pays such royalty or dead rent, his title ought not to be questioned. This is admitted in so many words in Mexico; all the Government there claims is its dead rent or minimum royalty, whether the mine is working or not, and so long as this be paid, the lessee's title is never questioned. In Canada much the same principle exists, save that the Government there charges no rent whatever, only requiring that a certain fixed minimum amount, there called assessment, shall be spent on the concession each year, and the lessee has to swear an affidavit that this has been done. The Committee contend that the Indian rule of dead rent is an exact equivalent to the above, and that so long as a lessee pays this he should be left in undisturbed possession of his lease. It must be remembered that no man will allow his mine to lie idle for long if it would pay him to work it, and no concessionaire should be forced to work his mine at a loss.

16. *Re* Rule 22 (XIV). The Committee have nothing to say against this rule except that whilst men in India, who have had experience of working concessions granted by the Government, would always accept such a rule without question, yet foreign capitalists who have had no such experience would certainly be shy of it.—I have, etc.,

HENRY M. HANCE,
Hon. Secretary.

No. 1068 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, *20th December* 1909.

H. B. CLAYTON, ESQ., I.C.S.,
UNDER SECRETARY TO THE GOVERNMENT OF BOMBAY,
Bombay.

SIR,—I am directed to acknowledge receipt of your letter No. 10043 of the 16th October 1909 together with a copy of the revised draft rules governing the grant of mining concessions in India.

In connection with the above subject the Chamber has also received through one of its members a copy of a letter lately addressed to the Central Provinces Government by the Central Provinces and Berar Mining Association, and this communication appears to fairly traverse the main points in the draft rules. (Copy of letter attached). My Committee whilst generally approving the suggestions of the Association would draw special attention to its remarks regarding :—

(*a*) Rule 8 (3). Stipulating that a receipt should be given to the applicant at the time of submitting the same.

(*b*) Rule 9 (ii). Advocating a lesser maximum fee than Re. 1 per acre on prospecting licenses.

(*c*) Rule 9 (iv). That a prospecting license should carry with it the right of entry to the ground.

(*d*) Rule 17. That priority of claim to land should be decided by the granting of a receipt stating date and hour of application.

(*e*) Rule 19. That no restrictions should be imposed as to shape of land so long as the total area taken up does not exceed the limit imposed by Government.

Lastly as regards Rules 9 (i) and 22 (viii) my Committee suggest that some amendment as regards a time limit might be made to meet the views put forward by the said Association.

My Committee have no special remarks of their own to make on the proposed rules.

The 12 copies of the Rules in question, forwarded with your letter No. 11074 of 16th November, are duly returned herewith as requested.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Y.

LICENSES TO GOLDSMITHS AND SILVERSMITHS.

UPPER INDIA CHAMBER OF COMMERCE,

CAWNPORE, *1st June* 1909.

The SECRETARY, CHAMBER OF COMMERCE,

Bombay.

DEAR SIR,—I am directed by my Committee to ask the favour of being furnished with any information you may be able to afford as to what, if any, regulations are in force in Bombay amongst members of the goldsmiths' and silversmiths' trades, especially concerning the standardisation of the weights in use for buying and selling, the purity of the metals, and the general conditions under which licenses (if issued) are granted.

It seems that in Cawnpore the goldsmiths and silversmiths are under no restrictions whatever.—Yours faithfully,

A. SHAKESPEAR,
Secretary.

CHAMBER OF COMMERCE,

BOMBAY, *10th June* 1909.

The SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—In reply to your letter of the 4th instant, I am directed to furnish you with the following information :—

There are no regulations in force in Bombay amongst the members of the gold and silversmiths' trades ; and no standardisation exists of weights in use for buying and selling. The weight commonly used is the tola, or weight of a rupee.

Gold and silversmiths are not required to have a license to practise their trades.

As regards the purity of metals, the following standard for gold are generally recognised, *viz.*, pure gold, 24 carats, sovereign gold, 22 carats, ordinary jewellery, 18 carats. The lowest alloy of gold being about 9 carats.—I am, etc.,

J. B. LESLIE-ROGERS,
Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, 20*th July* 1909.

THE SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I addressed you on the 1st June last in connection with the conditions applying to the goldsmiths' and silversmiths' trades. It appears from the replies received from your Chamber and the Chambers of Bengal and Punjab that the manufacture and sale of articles of gold and silver are conducted without any thing in the shape of special control for the protection of the public.

The Committee of this Chamber have caused an investigation of the subject as regards this city and there is every reason to believe that malpractices both as regards weights and standards of purity of the metals are systematically resorted to. There are no grounds for assuming that the city of Cawnpore is in any way singular in this respect; in fact the Committee feel it could be asserted with confidence that such abuses are so widespread as to be almost universal.

In a country where the investment of money in gold and silver articles and precious stones, is so extensively resorted to as in India, and where direct transactions between the artificer or dealer and the poorer and more ignorant sections of the population are so numerous, it would appear peculiarly desirable that some effective safeguards from the malpractices referred to should be provided for the public.

It will be remembered that the question of subjecting Indian silver goods to an official assay on importation into the United Kingdom was under consideration in the year 1890, and this Chamber then expressed the opinion that no system of Hall-marking would be practicable in this country—an opinion which it is believed was then generally shared by the commercial associations in this country.

The Committee have again considered this point in its bearing upon the subject of protective measures against fraudulent practices in the gold and silversmiths' trades, but they have arrived at the conclusion that there are difficulties associated with the fundamental conditions under which the trade is carried on in this country which may be regarded as insurmountable.

The Committee believe, however, that the compulsory licensing of all artificers and dealers in precious metals and precious stones and articles made therefrom and the compulsory stamping of all weights employed in the buying and selling of such articles would operate as a substantial protection to the public, and I am to enquire whether your Chamber would be prepared to co-operate in bringing the matter to the attention of Government in this light.—Yours faithfully,

A. SHAKESPEAR,
Secretary.

No. 710 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 5th August 1909.

THE SECRETARY, UPPER INDIA CHAMBER OF COMMERCE,
Cawnpore.

DEAR SIR,—I am directed to acknowledge your letter of the 20th ultimo, and in reply to state that from enquiries made here it appears that the malpractices you refer to are not so much with weight as with the purity of metals used in Indian jewellery.

The native Jewellers' weights are based on the tola or rupee, and its fractions, and as their weights are well known it is thought the public would not ordinarily be imposed on in this direction.

A great deal of uncertainty however exists in the quality or purity of metals, as it is almost impossible for the ordinary purchaser to tell how much alloy there is in any particular piece of jewellery.

In considering protective measures my Committee do not favour compulsory licensing, as they are of opinion that, besides being a troublesome measure to carry out, it would not be an effective

remedy. They think indirect, and not compulsory, methods should be advocated, and they therefore suggest that some system of Hall marking should be established in suitable business centres. This Hall marking would be optional, but as it would be generally announced that Hall marked jewellery could be purchased, the artificers and dealers would in their own interest hasten to comply with what is thought would be a growing demand on the part of the public.

The above are merely suggestions, as my Committee at this stage are not prepared to make any definite proposals. They would however be glad to consider any practicable scheme you may bring forward on this subject.—Yours faithfully,

J. B. LESLIE-ROGERS,
Secretary.

APPENDIX Z-1.

COMMERCIAL INTERESTS OF WADHWAN CAMP.

No. 383 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 26th April 1909.

THE SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

Re *The Commercial interests of Wadhwan Camp.*

SIR,—The attention of the Chamber has been drawn to the above subject, and to the fiscal changes that have recently been introduced in the neighbouring Native States of Limbdi and Dhrangadra.

2. The facts as laid before my Committee are as follows:—

The Limbdi State.—The Chief of this State it appears has come to an arrangement with a Parsee of Bombay, whereby the latter is to erect a Cotton Press in Limbdi City to which all cotton grown in the State must be sent.

The pressing rate has been fixed at Rs. 2-8-0 per bale of 400 lbs., which is from 0-4-0 to 0-8-0 per bale above the current rates in Wadhwan and Rampur, non-compliance with the order entailing a charge on the cultivator of 0-4-0 per 40 lbs., or Rs. 2-8-0 per bale. That is to say, if the ryot does not send his cotton to the State Press he has perforce to pay a penalty of Rs. 2-8-0 per bale before that quantity can be sold outside the State. Thus a penalty tax is being levied, which differs, it may be observed, from a transit or export duty falling equally on all produce passing through or out of a State, in that it deprives the ryot of a free market, increases in many cases the cost of marketing produce and besides causing delay falls to its full extent upon those who for good and sufficient reasons are unable to make use of the State Press.

As cotton is cultivated all over the Limbdi State it is obvious that the cultivator in many cases will have to cart his produce from 20 to 25 miles to the State Press at his own risk and expense, when he might be able to press and dispose of the cotton profitably in his own neighbourhood.

Further, on the assumption usually accepted that a bigha of land yields 40 lbs. of "Lint" Cotton, and is assessed at a Rupee per bigha, the above Rs. 2-8-0 will amount to a surtax of 25 per cent. on the land assessment.

Lastly it is understood that the Chief of Limbdi has threatened to impose a further tax of 0-4-0 per maund if it is found that the new tax is not sufficient to prevent Cotton being pressed elsewhere.

3. *Dhrangadra State.*—The Chief of this State has also erected a Press in his Capital, and in connection with it has issued an order that in effect no cotton shall henceforth be allowed to leave the State unless it has been pressed into bales at the State Press.

4. The situation thus created is even worse than Limbdi, as the Dhrangadra ryot is left no option, whereas in the former State, a payment of 0-4-0 per maund, permits the ryot to market his produce when and where he likes, though a threat is held out of the doubling the tax in certain eventualities.

5. My Committee have carefully considered the various aspects of the question, and are of opinion that the attitude of these States

requires the serious and urgent consideration of Government. They feel that unless measures are taken to remedy the situation, the example set by these States will be imitated by others, resulting in an unfair burden being imposed on the ryots, and a dislocation of the internal trade of this Presidency. It is difficult to conceive how Petty Chiefs, who are under the protection and control of the paramount power, can be at liberty to take irresponsible action which, while being detrimental to their own subjects, very seriously affects the whole question of free trade within the Indian Empire.

6. The following points are put forward for consideration :—

(1) Whether it can be said to be conducive to the development of a Native State (*a*) to give a practical monopoly of any industry to a foreign exploiter working in conjunction with the State, (*b*) to direct trade to unnatural channels, (*c*) to direct the procedure the ryots must follow to market their produce, (*d*) to impose penalty taxes on those who desire to trade outside the State, (*e*) to prohibit freedom of trade and thereby add to the cost of production and lessen the profit of the producer?

2. The vested interests of merchants in the Wadhwan Camp which are the outcome of official promises and inducements to British subjects to establish places of business for the purpose of developing the trade of the neighbouring Native States.

3. The existence of numerous Ginning and Pressing Factories, owned or financed by British subjects, either within or along the borders of Native States, and depending mainly for their raw material on the produce of Native Territory. The prosperity, or even the continuance of these industrial ventures will undoubtedly be seriously affected should the example of Limbdi and Dhrangadra be followed by other Chiefs in this Presidency.

4. Lastly the whole question of foreign Capital in India is one that calls for serious consideration. If the irresponsible fiscal policy pursued by the Chiefs of Limbdi and Dhrangadra is to be allowed to go unchallenged, the stability of all industrial and commercial enterprises in any way remotely connected with

Native States, will be placed in an unsound and hazardous position, and it is to be feared the consequent result will be a serious loss of confidence and the withholding of British and Foreign Capital from India.

7. There is no one connected with the Commerce and Industry of this Presidency who would not rejoice to see the Chiefs of Limbdi and Dhrangadra developing the resources of their respective States in rational ways, but this cannot be done by penalizing their ryots, and imposing arbitrary restrictions on the natural outlets of trade. It is understood that the Chief of Morvi has also his own State Press, but he does not place any penalty tax on his ryots, who are permitted to sell their cotton, or have it pressed when, how and where they find it profitable to do so.

8. In these circumstances, my Committee would respectfully ask whether the Chiefs of Limbdi and Dhrangadra have the power to act in the manner they have done? And if so, what action can Government take to remedy the situation and to give assurance to the Mercantile Community that the investment of foreign Capital in this country will continue to remain on a stable basis.—I have, &c.,

C. H. ARMSTRONG,
Chairman.

J. B. LESLIE-ROGERS,
Secretary.

No. 3246

POLITICAL DEPARTMENT,
BOMBAY CASTLE, 3rd May 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,
Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 383, dated the 29th April 1909, and to inform you that it will be laid before Government for consideration.—I have, &c.,

J. B. HOTSON,
For Secretary to Government.

No. 5840.

POLITICAL DEPARTMENT,

BOMBAY CASTLE, 28th August 1909.

The CHAIRMAN, CHAMBER OF COMMERCE,

Bombay.

SIR,—In continuation of my letter No. 3246, dated the 3rd May 1909, I am now directed to reply in detail to your letter No. 383, dated the 29th April 1909, relative to the action of the Dhrangadhra and Limbdi States in compelling their subjects to have their cotton pressed at ginning factories started in these States, the former expressly, and the latter indirectly by imposing a heavy penalty on cotton exported and not so pressed.

2. After stating the facts as known to the Chamber, you urge:—

(1) that the action of the States is an unwarrantable interference with trade;

(2) that it is an interference with the ryots: penalizing outside trade and enhancing the cost of production;

(3) that it is an interference with the vested interests of Wadhwan Camp;

(4) that these interests have grown up under official promises and encouragement;

(5) that similar interests of British subjects elsewhere are likely to be affected;

(6) that the arrangement about the Limbdi press gives an improper monopoly to an outsider, Mr. Lam;

(7) that such irresponsible fiscal policy will discourage the investment of capital in any enterprise connected with Native States.

In conclusion, the Chamber of Commerce ask whether the States have the power to act as they have done, and, if so, what action Government can take to remedy the situation and re-assure the mercantile community.

3. As regards contention (6) it will be seen from the extract from a report by the Agent to the Governor, Kathiawar, given in paragraph 6 below, that the press in the Limbdi State is now owned by the Thakor Saheb and not by Mr. Lam.

4. As regards contentions (3) and (4) the Agent to the Governor, Kathiawar, reports that no special conditions were imposed and no guarantee was furnished as to future conditions of trade when Colonel Keatinge granted to Mr. Whittle three acres of land at Wadhwan in the year 1864.

5. As regards contentions (1), (5) and (7) and the questions asked by the Chamber in conclusion, I am to say that the States of Dhrangadhra and Limbdi are not petty but first and second class States, respectively, enjoying full powers; that generally the fiscal arrangements of a Native State are a matter of internal economy with regard to which it is not the policy of Government to interfere. Export duties in one form or another have been levied in many States of Kathiawar from time immemorial, and though Government have never regarded these with approval and have from time to time directed attention to the subject, they have in the course of negotiations confined themselves to attempts at persuasion and have refrained from giving authoritative advice.

6. As regards contention (2), I am to quote below an extract from a report from the Agent to the Governor, Kathiawar, giving the history of the Limbdi press :—

> "8. The new cotton press at Limbdi, which was established at the suggestion of the local merchants, with the object of encouraging the local cotton trade and for the benefit of the labouring and commercial classes of the State, is the Thakor Saheb's own private concern. He bought it while under construction from Messrs. Lam and Co. of Bombay, as he was unable to agree to the terms on which they desired to establish the Press, and Messrs. Lam and Co. at present occupy the position of the Thakor Saheb's Agents only. Their original connection with the business was due solely to a lack of capital and enterprise amongst the local merchants themselves whom their more enterprising Chief had in the first place endeavoured to persuade to undertake the construction."

"9. With a view to fostering this new enterprise in its earlier stage, the Thakor Saheb not only imposed the export duty of four annas per maund, which forms the subject of complaint, on Limbdi grown cotton which was not pressed in the new factory, but also reduced the customary import duty from annas twelve to annas four per maund with a view thereby, to increase local wages and the profits of the new Press. No export duty was levied from the considerable quantity of cotton which was imported in consequence of this reduction. And the pressing charges are only Rs. 2-2-0 per bale as compared to Rs. 2-4-0 at Wadhwan".

The Agent to the Governor's account differs, you will see, from that given in your letter and leaves no reason to doubt that, while having an eye to his own profits, the Chief is working for the commercial development of the State. Moreover, the special measures are of a temporary character, devised to give a fair start to a young industry and the Thakor Saheb is believed to contemplate the abolition of the special export duty at an early date. In the circumstances no interference with the State seems called for.

7. The measures in Dhrangadhra also are reported to be in the interests of the subjects of the State; but as the rates charged for ginning are comparatively high and there is a definite prohibition of export of cotton which does not pass through the State press, the arrangements will form the subject of further discussion with His Highness the Raj Saheb. The Chamber of Commerce will realise from what has been said above that this is a matter in which it is not possible for Government to bring unlimited pressure to bear, and I am to ask you to explain to your Committee that it would seriously hamper the chances of the negotiations being brought to a successful issue, if His Highness should have cause to think that they were being conducted in the interests of merchants unconnected with the State.—I have, etc.,

J. H. DuBOULAY,
Secretary to Government.

APPENDIX Z-2.

IMPORTATION OF CHOLERA FROM NASIK.

No. 801 of 1909.

CHAMBER OF COMMERCE,
BOMBAY, 9th September 1909.

The SECRETARY TO GOVERNMENT,
GENERAL DEPARTMENT,
Bombay.

SIR,—The attention of the Bombay Chamber of Commerce has been drawn to the fact that Cholera has been just lately the most significant feature of the health returns of Bombay City, and this, it is believed, is almost entirely due to the influx of cases from Nasik, where an unusually large Hindu Fair has been held this year. As the mortality on this head has reached a considerable figure my Committee feel they have some justification in approaching Government on the subject, and in asking that steps may hereafter be taken to avert this serious menace to the public health of this important trade centre.

2. From information available it appears that the daily average of fatal cases of Cholera steadily increased up to the end of August, and the appended statement will show that almost the whole of the deaths that have occurred in Bombay have probably been the result of imported cases from Nasik. It is a remarkable fact that whilst on the 30th March 1909 there was only one case of Cholera in Bombay, on the 6th April following the figure suddenly rose to 16, and of these, 15 were imported from Nasik. On the 13th April there were 128 cases, of which 104 were traced to Nasik pilgrims. The figures that follow the above seem to show, moreover, that the subsequent increase of Cholera in Bombay was due not solely to importation from Nasik but to actual infection among the Residents of Bombay from such imported cases.

3. In his report of May 5th 1909 on "Measures for the suppression of Cholera at Nasik", Major S. C. Evans states in para. 4 as follows :—

> "From Nasik city the disease spread all over the district. "The limitations imposed by the incubation period of Cholera "and the slow rate of transit possibly in bullock carts was mani- "fest in the thinning out of infection and the slow rate of spread "beyond the distance of approximately 20 miles. Owing to the "rapidity with which incubating patients can be carried for "hundreds of miles, the case is different with places fed by "railway borne traffic. This traffic is undoubtedly a very great "danger to the country at large."

My Committee desire to call the very special attention of Government to these remarks on the question of the spread of infection by rail as under existing conditions in Bombay an epidemic of Cholera could assume disastrous proportions, and it does not seem fair at any rate that the strain of such a risk, or indeed that the work of detecting such cases on arrival should be thrown on the Health Department of this city, when so much hygienic work of a purely local nature still remains to be done.

4. From the report above referred to it appears that everything possible was done in Nasik to prevent the disease from increasing, but nothing whatever was done, except a railway inspection of outgoing passengers, to prevent the people from leaving the city until after the period of incubation. It is very largely from these Fairs that Cholera epidemics can be traced in this country and when conditions are unfavourable these semi-religious festivals are occasionally prohibited by Government. In cases, however, where such a drastic step would appear inadvisable, my Committee would suggest that a quarantine camp be established at the Fair itself, where all Pilgrims should be compelled to remain during the period of incubation. It is believed that a restriction of this kind would not be difficult to enforce if some facility was given in the cost of Railway travelling to those who were compelled to spend a five-day period in quarantine. It is further suggested that arrangements might also be made, as far as possible, to run special Pilgrim trains through to centres where Pilgrims come from in large numbers.

5. For example a very large proportion of the Nasik Pilgrims some from the Gujerat side. These return to Dadar by the G. I. P.

line and then tranship to the B. B. & C. I. Railway. But as it often happens that there is no direct connection in the trains, the Pilgrims encamp for an appreciable period at Dadar, or else move on into Bombay itself ; and these wandering people, it is recognised, are a very potent cause of infection in this city. This danger would, it is felt, be wholly avoided if special pilgrim trains were run through Dadar on to some centre in Gujerat.

6. The important bearing of the public health on the labour supply and trade generally of this city, affords justification for the Chamber's active interest in so important a matter, and my Committee therefore respectfully submit the above suggestions with a hope that some practical measures may be evolved to avert the dangerous influx of Cholera and other such epidemic diseases into Bombay.—I have, etc.,

C. H. ARMSTRONG,
Chairman.

J. B LESLIE-ROGERS,
Secretary.

Appendix Z-3.

NUSHKI SEISTAN TRADE ROUTE.

RAILWAY TERMINUS.

SYNOPSIS OF INFORMATION RELATING TO THE NUSHKI SEISTAN TRADE ROUTE.

The Indian Railway terminus is Nushki, North-Western Railway (North-Western Railway Guide).

Railway Concessions.

A rebate of two-thirds is allowed on goods proceedings *to or from* Persia by Nushki. This rebate is allowed on production of a certificate which should be obtained from the Tahsildar, Nushki. The most convenient plan is for Railway freight to be paid for goods forwarded in either direction at Nushki, *i.e.*, prepaid in the case of goods for India, and on delivery in the case of goods for Persia. (P. 12*b*. North-Western Railway Goods Tariff, Part I).

Special Concessions for Persian Traders.

Persian traders and their servants are granted free passes for travelling on the North-Western and East Indian Railways. Application should be made to His Majesty's Consulates or to the Political Agent, Nushki.

Routes and Distances.

Nushki to Koh Malik Siah (Dewan Chah), 381½ miles. A desert route, but rest-houses at each stage. Numerous police thanas and telegraph offices. Supplies obtainable. The Persian frontier is crossed on the last stage, a few miles from Koh Malik Siah. There is a British Vice-Consul at this place.

Koh Malik Siah (Dewan Chah) to Nasratabad (Seistan), 103 miles.

Nasratabad (Seistan) to Birjand, 210 miles.

Another easy direct road exists between Koh Malik Siah and Birjand by Palang Kuh, but guide necessary. This route is the best for caravans between Koh Malik Siah and Birjand and Meshed as there are no difficulties from water such as are sometimes experienced between Koh Malik Siah and Seistan in the summer.

Birjand to Meshed, 328 miles.

Nasratabad (Seistan) to Meshed (direct route), 492 miles.

(*Vide* printed route lists published by the Political Agent, Nushki, and obtainable there, and from His Majesty's Consulate, Seistan).

Persian Customs.

There are Persian Customs bureaus at Koh Malik Siah and at Seistan. Persian duty may be paid on exports and imports at Koh Malik Siah or at Nasratabad (Seistan). In the case of goods sent from India by the direct (Palang Kuh) route to Birjand or Meshed, duty must be paid at Koh Malik Siah. (*Vide* Persian Customs Tariff and Reglement). Information and all possible assistance is afforded at Koh Malik Siah by the British Vice-Consul.

In addition to Customs dues there are the following office charges :—

Krans 2 per declaration (Jowaz) sheet.

Shahis 3 per bundle lead sealing.

Shahis 3 etiquette (*daftardari*) per parcel.

When duty is paid at Koh Malik Siah on imports to Persia no charge is made for sealing. All the above charges are made on goods exported from Persia.

Persian Passports.

The Customs bureau at Koh Malik Siah issue passports (*vide* Persian passport regulation).

The fee for British subjects entering Persia is Krans 14 (traders, etc.) ; Krans 5 (workmen, etc.). No fee on leaving Persia. Passport fees are not charged to persons returning from Koh Malik Siah without proceeding further into Persia.

The fee for Persian traders leaving Persia is Krans 20. It may be stated that unless traders wilfully commit infractions of the Regulations they are caused no trouble of any sort at the Persian Customs bureaus.

Indian Customs Drawbacks.

Drawback of $\frac{1}{8}$th of the Indian duty is allowed on goods of European origin imported into Persia from India. To obtain this concession, traders should buy goods in original bales or cases at the Indian Seaports, (Bombay or Karachi), take them to the Customs house, and declare them for export to Persia *via* Nushki. The goods are then sealed and on production with seals intact before His Majesty's Consul, Seistan, the drawback on the duty (which amount in most instances to 5 per cent. on the value) is paid. As original bales are usually too heavy for camel transport, it is advisable that goods should be repacked in a suitable manner, in the *Customs Godown* at the Indian Seaports before they are sealed.

Transport Arrangements on the Trade Route.

Two transport contracts exist for the carriage of goods between Nushki and Persia under the superintendence of the Political Agent,

Nushki, and His Majesty's Consul, Seistan, respectively. Copies of the contracts giving full details of rates and conditions may be obtained on application to the officers named or to any of the Indian Chambers of Commerce. Briefly speaking the following are the facilities offered :—

Nushki Contract.

Camels can be engaged on application to the Tahsildar, Nushki, for the carriage of goods from Nushki to Koh Malik Siah (Dewan Chah) at Rs. 19-6-0 per camel (including Jemadari fee of Re. 1). A further sum of Rs. 5-12-0 is charged if return loads are not found.

The charge per camel for carriage of goods from Koh Malik Siah (Dewan Chah) to Nushki is Rs. 19-6-0 under this contract in the case of camels returning laden, otherwise Rs. 25-2-0.

The duration of the journey between Nushki and Koh Malik Siah (Dewan Chah) or *vice versa* is 29 days.

The contractors pay a fine* to the hirers for every day taken on the journey in excess of this time.

The hirers pay a fine† to the contractors for each day's delay after camels have been requisitioned for a specified day.

A camel load is fixed at 5 Indian maunds (=31 *mans* Seistan or 111 *mans* Kain or 55 *mans* Tabriz).

Requisitions for camels under this contract should be made to the Tahsildar, Nushki, or in the case of residents in Persia to His Majesty's Consul, Seistan. Such notice must be given in advance, the number of days' notice required being fixed according to the number of camels wanted. Hire is payable in advance.

Seistan Contract.

Rates of camel hire are :—

	Single journey.	*Return journey.*
Seistan to Koh Malik Siah	... Krans 20	Krans 32
Seistan to Nushki	... „ 100	„ 165
Seistan to Birjand	... „ 40	„ 65
Seistan to Meshed	... „ 120	„ 212

*Annas 4 per camel per day. † Annas 6 per camel per day.

Camels are supplied at *half rates* for return journey instead of the return rates given above if they are ordered for return at the time of giving notice.

A written requisition should be sent to His Majesty's Consulate a number of days in advance, varying according to the number of camels required (*vide* detailed contract).

The contract times allowed for the journeys are :—

Seistan to Koh Malik Siah	6 days.
Seistan to Nushki...	40 „
Seistan to Birjand	14 „
Seistan to Meshed	45 „

The contractor pays a fine* to the hirer for each day taken on the journey in excess of the above times.

The hirer pays a fine† to the contractor for each day's delay after the date for which camels have been ordered.

The load fixed per camel is 5 Indian maunds (=31 *mans* Seistan, 111 *mans* Kain or 55 *mans* Tabriz).

The contractor is entitled to Krans 2 per camel as jemadari fee.

Half hire is payable in advance.

On the departure of a *Kafila* from Nushki the Seistan Consulate is informed by the Tahsildar, Nushki, and camels are sent from Seistan to meet the *Kafila* at Koh Malik Siah. Goods are not detained at Koh Malik Siah.

Agency at Koh Malik Siah.

For the purpose of taking over goods from the Nushki contractors and signing receipt for the same and handing over to the Seistan contractors, a Trade Agent is appointed at Koh Malik Siah, who works under the superintendence of the British Vice-Consul at Koh Malik Siah. For this Agency, he is entitled to a fee of annas 3 per camel load. The Trade Agent also undertakes to clear goods from the Customs by private arrangement.

Imperial Bank of Persia.

Persian traders requiring Agents to conduct purchases for them in India and Indian Traders requiring Agents to purchase goods for

* Kran 1 per day per camel. † Kran 1 per day per camel.

them in Persia are recommended to apply to the Manager, Imperial Bank of Persia, Seistan, or the Imperial Bank's Agent at Birjand, who are willing to afford assistance in such matters.

Post and Telegraphs.

There are post and telegraph facilities between India and Persia by Nushki.

Enquiries.

Enquiries on all matters connected with trade by the Nushki route should be addressed:—In Persia to His Majesty's Consulates at Meshed, Turbat and Seistan, the Vice-Consulate at Koh Malik Siah, and the British Agency, Birjand; in British India to the Political Agent, Nushki. The detailed transport contracts, Indian Railway Tariffs, route lists, trade reports, Persian Customs Regulations, Tariff, Passport Regulations, etc., can be seen at the above offices or copies will be forwarded to *bona fide* applicants.

R. L. KENNION, Major,
His Britannic Majesty's Consul,
Seistan and Kain.

ADDENDUM.

Forwarding Agent at Nushki.

The Punjab Bank has established a forwarding Agent at the Nushki Railway Terminus, who undertakes to clear from the Railway and forward goods to Persia.

The forwarding Agent also undertakes to receive and forward to their destination goods sent to India from Persia. The charge for such agency is annas four per package.

The forwarding Agent is prepared to receive and store for sale on commission in India Persian manufactured and unmanufactured goods at a charge of 5 per cent. on sales. It is believed that this arrangement will be found a convenience by Persian traders who may desire to warehouse goods at Nushki when the Indian market is unfavourable.

R. L. KENNION, Major,
H. M.'s Consul, Seistan and Kain.

APPENDIX Z-4.

PROHIBITION OF THE EXPORT OF SKINS AND PLUMAGE OF WILD BIRDS FROM INDIA.

OXFORD COURT, CANNON STREET,
LONDON, E.C., 28*th May* 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am desired to forward, for consideration by your Chamber, the enclosed copies of a memorandum, prepared by the Special Committee of the Textile Trade Section of this Chamber, which briefly sets out certain reasons for the suggestion made therein, *viz.*, that the present law which prevents the export of feathers from India shall be repealed, and a close season should be instituted and enforced, so that those engaged in a legitimate trade may be at liberty to carry on their business during the greater portion of the year without unnecessary restrictions.

A joint meeting of the Special Committee of the Textile Trade Section and the Indian members of the East India and China Trade Section of this Chamber considered the matter on the 4th instant, and appointed a deputation to wait upon the Secretary of State for India to urge that, for the mutual benefit of Anglo-Indian trade, steps be taken to rescind the present notification governing the matter, No. 5028 S. R. of the 19th September 1902.

The members of this Chamber concerned in the Fancy Feather and Millinery Trades request your careful consideration of the statements contained in the memorandum, and they trust that your Chamber will be willing to support by any means in its power their suggestion for the withdrawal of the notification referred to. If, at the same time, you are able to place this Chamber in touch with any firms or individuals in your district who, prior to the prohibition, were engaged in the export of feathers from India, the members of the two sections would be greatly obliged.—Yours faithfully,

CHARLES E. MUSGRAVE,
Secretary.

MEMORANDUM prepared by the Special Committee of the Textile Trade Section of the London Chamber of Commerce relative to the effect of the present law prohibiting the export by sea or land from British India of skins and feathers of all birds other than domestic birds, except feathers of Ostriches and skins and feathers exported *bona fide* as specimens illustrative of natural history.

This memorandum has been prepared in accordance with the following resolution passed by Special Committee of the Textile Trade Section on 17th March 1909:—

"That Mr. Hamel Smith, in conjunction with Messrs. L. Joseph and C. F. Downham, be requested to prepare a memorandum to the East India and China Trade Section, pointing out that in order to prevent the possibility of the extermination of Birds in India, a close season should be instituted and enforced, during which the killing of birds should be strictly prohibited. That it is advisable that the present law which prevents the export of feathers from India be repealed, so that those engaged in a legitimate trade may be at liberty to carry on their business during the greater portion of the year without unnecessary restrictions."

It was also agreed:—

"That this Memorandum be submitted to the East India and China Trade Section of the Chamber, with a request that they will consider this suggestion, and, if they approve, will join with the Special Committee in making a formal recommendation to the Secretary of State for India."

In September 1902, the Government of India issued a Notification (No. 5028) under Section 19 of the Sea Customs Act, prohibiting the taking by sea or by land out of British India of skins or feathers of all birds other than domestic birds, except feathers of Ostriches and skins and feathers exported *bona fide* as specimens illustrative of natural history.

So strong was the protest raised at the time against such a drastic and unjust proceeding that the Notification had to be finally amended, to come into force only on January 1st 1903, in order to allow the accumulated stocks to be shipped.

The effect of this Notification has been to suspend since that date the export of ornamental feathers, which, according to Official

Trade Returns, had assumed a total value of £47,000. As this figure did not include the goods of small bulk but large value sent by Parcels Post, or goods scheduled under "Miscellaneous," it is probable that the actual value of goods exported prior to this Notification exceeded the value of £100,000.

The Notification was issued without notice or explanation and no opportunity for its discussion was presented to those interested in the trade, either in British India or in this country.

Its issue appears to have been obtained by the influence of certain learned Societies in England, who, without reference or warning to those who for many years had a better experience of studying the question of supply and demand, and relying entirely upon the evidence of those who had paid only passing visits to certain centres, seized the opportunity of prevailing upon certain high officials who happened at that time to be in sympathy with their agitation, and secured the adoption of the measure, regardless of the serious harm that would be done to the trade of India.

The futility of such a measure has been shown by the fact that since its issue statements continue to be made by the Societies responsible for this legislation that certain of the wild birds of India and elsewhere than in India, were in danger of extermination, unless steps were taken to restrict the killing of such birds by prohibiting the exportation of their plumage and skins, and as a remedy they now propose to prohibit the bird-skins and feathers being imported into the United Kingdom.

The statements made with regard to the prospects of extermination are open to considerable doubt, as up to the time of the above Notification there were no signs whatever of any decrease in supplies indicating the extermination of any species, and the prohibition of the export has merely interfered with a trade without any desired effect.

Even if true, a Bill to prohibit the importation of the birds and feathers on this side will not protect the birds at the centre of origin it will only further damage the trade of this country.

Mr. C. G. Todhunter, a Collector of Customs at Madras, testified on June 24th 1908, before the House of Lords Select Committee (Importation of Plumage Prohibition Bill), that the killing of the

birds was mostly done by the natives themselves, and also that "one of the objections taken to the present Notification was that it deprived a large number of people of their means of livelihood" (*i.e.*, on the other side).

It is worthy of note that at the date of this evidence over 1¼ millions of Indians were in receipt of relief owing to their inability to earn a living. During the present fashion for all descriptions of feathers it is only the mistaken enthusiasm for the birds that has prevented many thousands of rupees being earned month by month by many natives in collecting the plumage of wild birds. The welfare of the natives, therefore, is being sacrificed for a presumed welfare of the birds, whilst the loss to those trading between this country and India is very serious. It will be observed that the Notification, while prohibiting export of the skins and plumage, does not offer the least protection to the birds, many of which are pests to millions of native agriculturalists, who, notwithstanding the Notification, must, in order to protect their rice crops, kill those birds whose plumage and skins which now rot on the ground formed a great part of the export figures recorded in the Board of Trade Returns up to 1902. In the interests of those trades that are dependent on the regular supplies of the plumage and skins of many of these birds, in order to keep their hands in constant employment, and also for the purpose of protecting the fauna of British India by some rational method of protection in certain centres, the Textile Trades Section invite the East India and China Trades Section to join with them in urging upon the Secretary of State for India that steps be taken to repeal the present inadequate Notification, and substitute for the same an enactment imposing a close season during the breeding time for any or all species, and permitting the export of plumages and skins at all other times.

The Wild Birds Protection Act 1887, prohibiting the possession or importation of birds into municipal and cantonment areas during the close season—the only areas which present some real danger to wild birds—might be amended in such manner as to afford greater protection, without interfering with the legitimate trade and export of the plumage and skins of those birds killed by the natives either for food or in protecting their crops, and also the plumage and skins of a great number of birds killed for wanton pleasure and sport in all parts of the world.

The Special Committee appointed by the Textile Trades Section to oppose the Importation of Plumage Prohibition Bill have raised no objections to the protection of wild birds at their CENTRE OF ORIGIN where found necessary and reasonable. On the contrary, if there is fear of extermination they are in favour of any reasonable measures to prevent it. Their opposition to the above Bill was entirely on the principle that, while other countries were open to receive the prohibited goods, it would be unjust to penalise this country for receiving merchandise lawfully permitted to be imported by other countries.

This opinion and the evidence at their disposal was placed before Lord Robert Cecil, who had charge of the Bill in the House of Commons, and he immediately withdrew his support of the measure.

Lord Avebury and Mr. Buckland (the promoter of the Bill) then approached Mr. Kenric B. Murray, proposing a conference with the Committee, and the following extract from the Minutes of the Meeting of that Committee held on November 25th, 1908, will prove interesting:—

> "The Secretary reported an interview which he had had with Mr. Buckland to the following effect, *viz.*—That he, (Mr. Buckland) would be satisfied with a Bill prohibiting the importation of rare and vanishing species, to be contained in a schedule attached to the Bill, and that the protection of these species only was his original intention when framing the Bill, but that the Royal Society for the Protection of Birds and other Societies had insisted on the sweeping measure as introduced, and that Lord Avebury was only induced to bring forward a measure in the House of Lords which had the support of these Societies. The Secretary also reported a conversation with Lord Avebury, in which his Lordship had intimated that if this Committee would meet him and Mr. Buckland in conference, he thought it could be arranged that Egrets (Ospreys) should not be contained in the schedule of prohibited species."

After general discussion, the following resolution was unanimously agreed to and communicated to Mr. Buckland:—

> "That the Committee begs to inform Mr. Buckland with the greatest regret that they do not see their way to fall in with his

suggestion of a proposed conference to discuss this Bill, or any form of legislation, on this side. But since Mr. Buckland has expressed his deep anxiety to take steps, if necessary, to prevent extermination at the centres of origin (which no Bill on this side can prevent), the Committee would be ready, if the law prohibiting the export of birds from India be repealed, to meet Mr. Buckland and discuss the possibility of bringing International legislation into force at the centres of origin, with a view to protecting any bird found on independent authority to be in danger of extermination, it being as much against the interest of the trade as against the wishes of the learned Societies that any birds should disappear at any single centre. Any requisition to meet this Committee must be signed by the recognised representatives of the different Societies interested."

No reply beyond a formal acknowledgment from Mr. Buckland was received to this opportunity of discussing a question which is alleged to be in so much need of reform.

6th April 1909.

No. 588 of 1909.

CHAMBER OF COMMERCE,

BOMBAY, 28th June 1909.

The SECRETARY, LONDON CHAMBER OF COMMERCE,
London.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 28th May last, together with a copy of a Memorandum prepared by the Special Committee of the Textile Trade Section of your Chamber, in which they advocate the repeal of the present law in India prohibiting the export of birds' feathers, and suggest in substitution the enforcement of a close season.

My Committee have carefully considered the said Memorandum, but they regret they are unable to agree with the statements contained therein, which appear to have been made without full knowledge of the conditions and needs of this country.

My Committee believe that the prohibition is meant not only to prevent birds being exterminated, but also to prevent useful birds

being reduced in numbers, and this it is realised is better done by stopping the export of feathers than by instituting a close season, owing to the difficulties which would arise over proving whether the birds had been killed in the close season or not.

It is well known that the majority of the birds killed for their plumage are not rice or grain feeders, but insect eaters, and therefore it is difficult to understand the following statement, *viz.*, "many of which are pests to millions of native agriculturists, who notwithstanding the Notification, must, in order to protect their rice crops, kill these birds whose plumage and skins, which now rot on the ground, formed a great part of the export figures recorded in the Board of Trade Returns up to 1902." It is recognised by all connected with the growing or export of agricultural produce in India that crops of all kinds are subjected to incalculable damage from insect pests, and that one of the greatest difficulties of the Indian agriculturists is the combating of this evil. The principal natural enemies of these pests are the insectivorous birds, and unfortunately these are the very species that have hitherto been indiscriminately slaughtered for their plumage.

The Indian farmer fully realises the benefit derived from such birds, and for this reason he does not kill them in his fields, and also objects to others doing so, and further as he is generally a pure vegetarian, he does not kill birds for food. In fact, the Indian population as a whole are strongly averse to the killing of birds, both for religious as well as economical reasons. Not only so, but it is believed the Hindus would gladly welcome any law which wholly prohibited the destruction of birds, specially for purposes of trade.

It is known here that Indians who undertake the slaughter of birds for their skins and feathers are either members of wild aboriginal tribes, or men from towns, who generally have other means of livelihood. Such men are seldom or never real agriculturists. The present law cannot therefore be construed into an hardship to agriculturists who form the bulk of the Indian population.

Various efforts have already been made to establish a close season in India and many tentative schemes have been tried to

protect certain birds during the breeding season. This while staying the hand of the law-abiding Europeans, had little or no effect on the Natives, who continued the destruction of birds in and out of season, not, be it marked, for the protection of crops, or for food, but for what they could make out of the skins and feathers exported to foreign markets. Experience has therefore proved that no close season would be thoroughly effective in a vast continent like India where distances are enormous, and proper supervision in such a matter almost an impossibility. The desired end has however been attained indirectly and more effectually by prohibiting the export of feathers from Indian ports.

From the information now placed before you it will be seen that the Plumage Bill is not only an effective means for the preservation of useful birds from destruction and extinction but is a distinct advantage to agriculture generally; and further that it is also in consonance with the sentiments and feelings of the bulk of the population who on religious and other grounds are generally averse to the taking of animal life. In these circumstances, it is obvious my Committee cannot consistently support any motion which has for its object the repeal of the Indian Plumage Bill.—I am, &c.,

J. B. LESLIE-ROGERS,
Secretary.

THE LONDON CHAMBER OF COMMERCE,
OXFORD COURT, CANNON STREET,
London, E. C., 19th July 1909.

The SECRETARY, CHAMBER of COMMERCE,
Bombay.

DEAR SIR,—I have to acknowledge, with thanks, receipt of your letter of the 28th ultimo, which I will communicate to the members of the Textile Trades Section of this Chamber at their next meeting, and for which I am obliged.—Yours faithfully,

CHARLES E. MUSGRAVE,
Secretary.

THE LONDON CHAMBER OF COMMERCE,
OXFORD COURT, CANNON STREET,
LONDON, E. C., 5th November 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

TEXTILE TRADE SECTION.

DEAR SIR,—I have the pleasure to forward herewith a letter signed by the Chairman of the Plumage Sub-Committee of the Textile Trade Section of this Chamber, in reply to your letter of the 28th June last, which I Trust will receive the favourable consideration of your Chamber.—Yours faithfully,

CHARLES E. MUSGRAVE,
Secretary.

THE LONDON CHAMBER OF COMMERCE,
OXFORD COURT, CANNON STREET,
LONDON, E. C., 5th November 1909.

The SECRETARY, CHAMBER OF COMMERCE,
Bombay.

DEAR SIR,—I am directed by the Special Committee of the Textile Trades Section of the London Chamber of Commerce to acknowledge receipt of your communication of the 28th June last, and to thank you for the information and comments upon the Memorandum forwarded on 28th May last.

My Committee desire me to state, in reply, that they are in complete agreement with the sentiment of your communication that it is necessary to preserve and protect insectivorous birds useful to agriculture, and they fully recognise and appreciate the intention of the present Notification to save such birds from extermination or even great reduction in numbers. But their Memorandum was not intended to advocate the repeal of the existing law in such manner as to permit of an indiscriminate or reckless slaughter of the avi-fauna of British India. This would put an end to their trade for all time.

The information supplied to my Committee, upon which the Memorandum was issued, is to the effect that there are many grain feeding birds, which are destructive to crops or of no interest to agriculture. Notwithstanding the issue of the present Notification, it is found, on careful enquiry, that a very large illicit trade in plumage and bird skins is still being carried on from India to the great detriment of honest merchants. Skins and plumages are smuggled out of India and shipped to Continental Ports, whence a part is transhipped to London. The value of such smuggled goods offered in the open London market during the past twelve months is not less than £20,000, and this is likely to represent little more than the residue of smuggled exports which could not be sold in France or Germany.

It will be seen that the Notification has stimulated smuggling from India to a very serious extent, and that in seeking to take effect after the birds are killed, it does nothing to protect them while they are alive.

The exports in which the trade is interested consist mainly of the plumage or skins of the following species, and represent almost the total value of the exports, past and present:—

Parrots.	Kingfishers.
Egrets.	Herons.
Peacock.	Jays.
Impeyans.	Various Pheasants.
Jungle Cocks.	

Of these all, save Herons and Kingfishers, are grain-eaters, either partly or entirely and destroy crops.

In view of the point now raised, that the Notification was issued in order to protect insectivorous birds useful to agriculture, it is necessary to point out that the feathers of such birds have no value to the trade; their plumage is too dull; nor is there, as is supposed, any export for commercial purposes from India of the skins and plumages of such birds.

It will, therefore, be clearly seen that the Memorandum was not intended to refer to those species.

The existing law is neither reasonable nor practicable and cannot be justified.

It prohibits *inter alia* the export of plumages and skins of—

(*a*) Birds destructive to crops,

(*b*) Birds which are of no benefit to agriculture,

(*c*) Feathers collected from the ground,

merely in order to protect insectivorous birds which are not killed for the sake of their plumage and do not form any part of the exports.

It is well known that Parrots are particularly destructive to crops and the skins of these form an important part of the exports.

The feathers of the Crane and Peacock which are so reverently regarded by the Hindus are collected by a very large number of poor and half-starved natives, such as Kolis, Dheds and other low caste Hindus, who have neither the capability nor the energy to till the land.

These feathers, which are extensively used in Hindu religious festivals, are not obtained by killing the birds, but are collected from the ground in numerous places, where the feathers are naturally discarded at definite seasons by moulting birds.

It is also well known that contracts for such feathers are made by the Public Works Department in Ahmedabad and other places ; and it is therefore difficult to understand, if such contracts be legitimate why the export trade of the feathers should not be made so.

My Committee would like to point out that the Prohibition Act is nugatory so far as bird protection is concerned. It has resulted in a large illicit trade with the Continental markets to which Indian traders of no repute, who do not mind running risks, have ready access. Only the honest British trader is penalised. The Prohibition seems to my Committee to be particularly unjust in as far as it

prevents the legitimate export of skins of birds that are grain and not insect eaters (such as the Parrots), and prohibits the export of the Peacock quills which are shed regularly every year.

The Government of India has recognised the need of protecting the Ryot against grain-eating birds and actually proposed to issue guns to them under the Ordinance of 1904, but at the same time the Prohibition Act makes the dead birds useless. The Ryot will not eat them and the skins may not be exported.

It must be remembered that the interests of the trade would be very ill served by the extermination of any species, and in seeking the Repeal of the Act of Prohibition, the trade merely asks that the killing, which has received the sanction of the Indian Government in the interest of the Ryot, may result in benefit to legitimate commerce and not be beneficial only to smugglers.

It is the opinion of my Committee that the present Notification might be replaced by some more considerate measure or at least amended, so that it would openly permit those who were formerly engaged in the trade to resume the exports to this country of most or many of the species named above, *i e.*, the grain-eating birds. Such amendment would not limit in any manner the scope of the existing law which seeks to preserve species valuable to agriculturalists.

It will be found on examination of the exports that the number of each species killed for such purpose will prove to be so small that there can be no question or fear now or in the future of extermination in such a vast area as British India.

Permission by license to *bona-fide* merchants to export the species, which are now smuggled out, would enable the Customs Authorities at the Port of shipment to examine such exports and would serve as a hindrance to the killing and shipment of any species requiring the protection that the present Notification seeks to establish.

My Committee, therefore, venture to hope that your further investigation of the matter will result in a conclusion that a more discriminate law is desirable, and they will gladly welcome your further

communication on the subject. Their action in the matter will only be taken after careful consideration of your views, and any information you may be able and willing to furnish.—Yours faithfully,

E. H. HOWELL,
Chairman,
Plumage Sub-Committee Textile Trades Section,
London Chamber of Commerce.

No. 181 OF 1910.

CHAMBER OF COMMERCE,
BOMBAY, 4th March 1910

The SECRETARY,
LONDON CHAMBER of COMMERCE,
London.

DEAR SIR,—I am directed to acknowledge receipt of your letter of the 5th November last, giving cover to a second letter from the Textile Trade Section of your Chamber, regarding the suggested repeal of the laws prohibiting the export of skins and plumage of birds from this country. It is regretted that there has been some delay in replying, but with a subject of such importance it was considered necessary in the first place to obtain the opinions of Ornithologists, Field Naturalists, and Government Officials in both British territory and certain Native States. Their replies are now to hand, and I am instructed to express this Chamber's opinions as under.

2. In the first memorandum submitted by you on the 5th May 1909 you advocated the entire repeal of the law prohibiting the export of wild birds' skins and feathers from India without discriminating between insectivorous and granivorous birds. It is however now satisfactory to find that you admit the usefulness of the former and the necessity of retaining the law enacted for their protection.

3. So, leaving all insectivorous birds entirely out of the controversy, it is now necessary to consider the position of birds said to be destructive to agriculture. About these you state, "that there are many grain feeding birds which are destructive to crops, or of no interest to agriculture." This remark can hardly be allowed to pass. There are undoubtedly some birds which feed on grain at the period of maturity, but if "no interest to agriculture" should be read as "no benefit to agriculture" and it is presumed that this was the intention of the writers, it would be a bold thing to say that these "grain-eating birds" are of no benefit to agriculture, since the vast majority of them also consume immense quantities of injurious insects.

4. You next enumerate the birds whose plumage and skins are of interest to the trade, and they are given as follows :—

Parrots,	Kingfishers,
Egrets,	Herons,
Peacocks,	Jays,
Impeans,	Various Pheasants,
Jungle Cocks,	

and you state that "all the above, save Herons and Kingfishers, are grain-eaters either partly or entirely, and destroy crops."

5. To this statement my Committee demur, as enquiries show, and every competent naturalist will endorse the fact, that with the exception of parrots every bird in India mentioned in the above list feeds either entirely or to a very large extent on insects, grubs, mice, or other vermin injurious to agriculture. For instance Egrets, Herons, and Kingfishers, never touch grain, but feed solely near water and over damp ground, the breeding places of innumerable insects which directly or indirectly injuriously affect crops in the neighbourhood. The presence of such birds in rice fields, for instance, is distinctly beneficial to the farmer, and rice is one of the most extensively grown crops in India.

6. Impeans, Jungle Cocks and various Pheasants are in India entirely forest or jungle birds, seldom found near cultivated lands; and even when they do occasionally feed on fallen grain, nowhere

do they exist in sufficiently large numbers to be of any appreciable harm to the Indian farmer, who when watching his crops never thinks it necessary to shoot or drive off such birds from his fields. They feed chiefly on insects and wild grass and other seeds. Practically the same may be said of Peacocks, and as these are held in reverence their destruction for any purpose is strongly resented by Hindus throughout the country.

7. The Jays, it is well known, do not touch the crops: on the contrary they are amongst the most useful birds to agriculturists, inasmuch as they subsist entirely on insects in the fields. Amongst these the trade classes the beautiful blue Indian Roller, which is purely an insect feeder. Immense value is attached to its habits, amongst which are the killing and eating of termites or "white ants" and locusts and grasshoppers, all of which are extremely harmful to field crops all over India. It may be added that the blue Roller is also a sacred bird in Hindu Mythology.

8. Lastly there are the parrots, by which it is presumed the small parroquets are intended, as there are no true parrots in India. Their main food consists of the fruit of the wild fig-tree (Ficus Indica, religiosa, etc.) and other berry-bearing plants and trees, which are of no use to mankind. They occasionally appear amidst cultivation, but the toll they exact on grain and garden fruit is comparatively insignificant and the damage they do in this way is probably exaggerated by those who have an interest in their destruction. It is admitted that these parroquets do some damage to ripe grain in certain parts of India, but unless the ryot himself desires their extermination, it is not considered advisable to even make them an exception of the law. Besides, it may be pointed out that Lord Morley has already laid it down in his orders to the Government of India, dated 2nd July 1909, that he would not "create an exception that might endanger the whole measure. It may be mentioned *en passant* that parroquets as well as peacocks are held in reverence and their slaughter for trade purposes is also strongly objected to by all orthodox Hindus.

9. From the above information, based on close observation of competent authorities, it will be clearly seen that the birds men-

tioned "in which the trade is interested" are, with the exception of the parroquet, which is harmless and held sacred, all directly beneficial to agriculture in this country, and it is considered, by some authorities, that the parroquet is also fulfilling an important law in nature in the distribution of forest seed.

10. You further on state that, "it is necessary to point out that the feathers of such (insectivorous) birds have no value to the trade; their plumage is too dull; nor is there, as is supposed, any export for commercial purposes from India of the skins and plumages of such birds." This statement however stands contradicted by the life history of the birds mentioned above, most of which are insectivorous and none pure grain-eaters. While on the contrary it is an acknowledged fact among naturalists that with the exception of parroquets and some finches, all really granivorous birds are of dull plumage, so much so that it might almost be laid down as an axiom that grain-eating produces dull plumage.

11. With reference to your remark that a large illicit trade in plumage and bird-skins is still being carried on in India to the great detriment of honest merchants, this obviously does not affect the case since prohibitive laws in all things naturally stimulate smuggling. And also it must be borne in mind that "India" as given by German and other foreign firms frequently means anywhere between Persia and China. There is no doubt that, so long as trading in feathers is a lucrative business, attempts will continue to be made to export them contrary to the provisions of the law, but official information goes to prove that the more rigorous enforcement of the checks provided, is steadily reducing this illicit trade in British India; and with the influence the Indian public are bringing to bear in the matter, it is believed this method of trade will before long wholly disappear.

12. As regards Cranes and Peacocks, you admit that these birds are reverently regarded by the Hindus, who largely use their feathers in religious festivals, and you state that such feathers are not obtained by killing the birds, but are collected from the ground in numerous places where they are naturally discarded at definite seasons by moulting birds. These statements are correct to a certain extent,

but it must be borne in mind that there is no prohibition within India against collecting shed feathers or using them in religious festivals, so there can be no hardship in this direction. But such feathers are not cast in any fixed places as you suppose but are scattered over hundreds of miles of jungles and therefore it could never pay even the "half-starved natives such as Kolis, Dheds and other low-caste Hindus" to collect them for purposes of the export trade. As a matter of fact, there is very little collecting done, as it is found infinitely easier to kill the birds and thus get handfuls of feathers at once instead of tediously picking up solitary feathers in the jungles. Besides it is recognised in the trade that "dead feathers" such as are picked up from the ground are not as lustrous and useful, as "live feathers," taken from freshly killed birds.

13. Lastly you remark that, "it is also well known that contracts for such (cast) feathers are made by the Public Works Department in Ahmedabad and other places, and it is therefore difficult to understand, if such contracts be legitimate, why the export trade of the feathers should not be made so."

14. Great pains have been taken to clear up this statement, and from information now available, we are in a position emphatically to state that there are no such contracts in Ahmedabad or elsewhere. The chief Municipal Officer of the Native State of Baroda writes, "no such contract is given by this Municipality;" while the Chief Native Officer of the Public Works Department, Ahmedabad, declares that "no contracts for the collection of such feathers as are dropped during the moulting season by peacocks, cranes and other birds in the vicinity of Ahmedabad or anywhere else, are given by me, and no other officer to my knowledge gives such contracts;" and, he concludes, "I am in full sympathy with your efforts to save animals and birds of all kinds, which are either useful and beneficial to agriculture or which enhance the beauty and charm of the country side; and you may trust me to do my best to prevent their wilful destruction for trade purposes."

15. From the information now placed before you, it will be realised that the second letter of the Textile Trade Section of your Chamber has not been based on a complete knowledge of the

economic or social conditions of this country. The birds in whose plumage the trade is interested have also proved to be either wholly or to a great extent insect-eaters, and therefore directly beneficial to agriculture. Further the sentiments of the people are moreover shown to be strongly averse to the destruction of such birds as you mention, and with the present political unrest in the country it would be extremely unwise in any way to outrage such deep-rooted feelings. In these circumstances, my Committee, after a careful consideration of the whole question, have definitely come to the conclusion that they cannot support any motion which has for its object the repeal of the Indian Plumage Bill, and they trust this will be taken as their final decision in the matter,—I am, etc.,

J. B. LESLIE-ROGERS,

Secretary.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.	RESERVE.	Rs.
Total amount of Notes in circulation on the 31st December 1909	48,25,05,865	Gold Coins and Bullion in India	2,66,68,482
		„ „ „ „ „ England	2,25,00,000
		Silver Coins in India	31,34,55,467
		„ Bullion under Coinage	7,86,970
		„ „ in transit between India and England	.....
		Securities held in India	9,99,99,946
		„ „ „ England	2,00,00,000
			48,34,05,865
		Deduct—Amount due on Bills drawn by one circle on another	9,00,000
	48,25,05,865		48,25,05,865

	£		£
GOLD STANDARD RESERVE on the 31st December 1909 in India and in England...	18,635,571	As a Bank Credit in India	344
		Rupees in India equivalent to (£ 1 = Rs. 15).	4,786,734
		Cash placed by the Secretary of State for India in Council at short notice	1,017,192
		British and Colonial Government Securities ..	10,831,301
		Temporary Loan to the Government of India at 3½ per cent. interest	2,000 000
	18,635,571		18,635,571

	£		£
COUNCIL BILLS.		Remitted from 1st April 1909 to 31st March 1910 by Council Bills*	27,671,621
Amount as per Budget to be remitted to the Secretary of State during 1909-10 ...	25,380,000		27,671,621
		Deduct—Amount remitted in Excess of Estimate ...	2,291,621
	25,380,000		25,380,000

* *Of this sum* £8,090,000 and £1,000,000 have been taken respectively to the account of the Gold Standard Reserve and the Currency Reserve.

BALANCE IN THE RESERVE TREASURIES of the Government of India on the 28th December 1909	Rs. 2,05,53,997
BALANCE IN THE CIVIL TREASURIES of the Government of India on the 31st December 1905	Rs. 11,23,87,000
" " " " " " 1906	" 10,45,53,000
" " " " " " 1907	" 11,84,19,000
" " " " " " 1908	" 9,32,99,000
" " " " " " 1909	" 10,16,80,000

COINAGE IN INDIA—	Official Year, 1906-07.	Official Year, 1907-08.	Official Year, 1908-09.
Whole and Small Coins (Silver) ...	Rs. 26,08,57,405.	Rs. 18,55,71,561.	Rs. 4,41,26,252

NET PROFIT ON COINAGE for the year ending 31st December 1909	£ 102-13-6½

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers on 31st March 1905	16,80,62,000
" " " " " " " " 1906	16,42,89,000
" " " " " " " " 1907	16,49,16,000
" " " " " " " " 1908	15,23,18,000
" " " " " " " " 1909	14,43,66,433
" " " " " " " " 1910	15,21,19,933

Value of the Imports and Exports of Gold and Silver Coin and Bullion into and from India during the year ending 31st December 1909.

IMPORTS.

FROM	GOLD.			SILVER.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom ..	7,39,84,635	....	7,39,84,635	10,60,91,220	....	10,60,91,220
France	5,35,110	....	5,35,110	9,08,355	....	9,08,355
Austria-Hungary ..	2,41,230	....	2,41,230	2,625	.....	2,625
Turkey, European..	36,000	....	36,000	....	.....	....
Turkey in Asia ..	50,53,935	....	50,53,935	13,36,050	.....	13,36,050
Aden and Dependencies	21,21,630	1,05,000	22,26,630	2,83,140	31,980	3,15,120
Arabia	88,665	....	88,665	4,21,380	1,00,005	5,21,385
Bahrein Islands ..	5,565	.....	5,565	1,54,500	....	1,54,500
Persia	27,720	30,000	57,720	4,03,605	8,11,260	12,20,865
Ceylon	7,06,980	....	7,06,980	13,42,275	....	13,42,275
Straits Settlements..	21,60,975	....	21,60,975	35,57,595	....	35,57 595
Siam	....	....	.....	36,120	....	36,120
China	86,13,720	....	86,13,720	1,04,79,330	....	1,04,79,330
Japan	1,830	....	1,830	....	....	....
Egypt	2,85,28,875	....	2,85,28,875	12,750	.....	12,750
Natal	6,48,525	....	6,48,525	....	....	....
Africa, East	32,535	....	32,535	6,53,430	....	6,53,430
Mauritius and Dependencies ..	....	....	....	5,760	.....	5,760
United States of America.	....	....	....	5,62,575	....	5,62,575
Australia (including New Zealand) ..	2,82,38,550	....	2,82,38,550	47,44,935	....	47,44,935
All Other Countries...	600	....	600	6,225	76,995	83,220
Total ..	15,10,27,080	1,35,000	15,11,62,080	13,10,07,870	10,20,240	13,20,28,110

EXPORTS.

	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Total Exports to all Foreign Countries.	3,32,95,590	....	3,32,95,590	2,81,84 415	44,100	2,82,28,515
Balance retained by India	..	..	11,78,66,490	..	..	10,37,99,595

Total Imports of Treasure (Private) from Foreign Countries and Indian Ports to Bombay during the year 1909.
(*From 1st January to 31st December* 1909.)

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	4,55,44,560	1,25,39,775	.....	9,00,73,304	.....	20,061	378
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	6,95,482	1,14,074	9,06,374	.....	3,395	.....
UNITED STATES—							
San Francisco and New York....	.....	.....	.....	5,62,569	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	64,94,327	52,72,125	.....	5,09,888	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai... ...	.....	2,25,000	.....	72,0[illegible],089	.....	76,318	.....
EGYPT—							
Alexandria, Suez & Port Said ...	.....	2,84,21,811	33,878	.....	.....	2,703	5
STRAITS—							
Penang and Singapore	.....	2,25,000	.....	.....	.....	.....	.....
OTHER FOREIGN PORTS	70,322	58,28,4[illegible]8	19,36,129	1 61,374	3,90,188	27,08,044	8,210
ALL INDIAN PORTS...	.....	1,747	.....	1,27,900	19,975	1,47,839	3,326
Total Imports from 1st January to 31st December 1909... ..	5,21,[illegible]9,209	5,32,09,488	20,84,081	9,95,50,508	4,10,163	29,58,360	11,934
Imported same time last year ...	4,73,52,494	2,60,42,331	20,16,099	11,45,87,972	21,991	93,95,229	247

Total Exports of Treasure (Private) to Foreign Countries and Indian Ports from Bombay during the year 1909.
(*From 1st January to 31st December 1909.*)

TO	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,25,61,358	.....	6,000	.....	.....	.....	1,500
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
JAPAN	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai ...	1,300	.....	.....	.....	88,69,301	.....	.....
EGYPT—							
Alexandria, Suez and Port Said..	.....	.....	.....	.....	.....	.....	.....
STRAITS—							
Penang and Singapore	.....	.....	.....	1,648	.....	.....	.....
OTHER FOREIGN PORTS	.....	3,85,500	2,20,503	17,668	66,361	77,21,200	14,049
ALL INDIAN PORTS	.....	17,355	.....	5,36,972	.....	1,35,600	.....
Total Exports from 1st January to 31st December 1909	3,25,62,458	4,02,855	2,26,503	5,56,288	89,35,662	78,56,800	15,549
Exported same time last year ...	3,22,11,913	22,03,630	2,52,499	15,04,005	72,08,569	33,77,880	51,570

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay. In thousands of Bales (000's omitted.) [*Years ending 30th June.*

Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	} American War. In '63 & '64 Bombay imported cotton from China.		1886 ...	1,480	1,009	61	1,070	391	1,461
1865 ...	...	1,065	1	1,066			1887 ...	1,703	1,147	40	1,187	454	1,641
							1888 ...	1,472	893	58	951	500	1,451
1866 ...	...	1,187	14	1,201	42	1,243	1889 ...	1,851	1,286	46	1,332	565	1,897
1867 ...	..	1,277	5	1,282	46	1,328	1890 ...	2,285	1,488	71	1,559	636	2,195
1868 ...	...	1,030	48	1,078	47	1,125	1891 ...	2,020	1,070	107	1,177	762	1,939
1869 ...	...	1,225	56	1,281	48	1,329	1892 ...	1,770	905	202	1,107	728	1,835
1870 ...	...	1,115	50	1,165	49	1,214	1893 ...	1,738	816	169	985	724	1,709
1871 ...	...	967	39	1,006	50	1,056	1894 ...	1,769	908	159	1,067	731	1,798
1872 ...	1,085	1,002	48	1,050	52	1,102	1895 ...	1,540	525	143	668	815	1,483
1873 ...	1,151	1,079	34	1,113	53	1,166	1896 ...	2,151	800	346	1,146	849	1,995
1874 ...	978	917	34	951	67	1,018	1897 ...	1,612	603	405	1,008	703	1,711
1875 ...	1,311	1,192	25	1,217	83	1,300	1898 ...	1,730	424	409	833	817	1,650
1876 ...	1,345	1,285	20	1,305	135	1,440	1899 ...	2,033	578	520	1,098	951	2,049
1877 ...	1,073	980	35	1,015	147	1,162	1900 ...	988	117	444	561	745	1,306
1878 ...	1,141	920	38	958	161	1,119	1901 ...	1,896	620	340	960	696	1,656
1879 ...	961	800	46	846	204	1,050	1902 ...	2,142	525	732	1,257	987	2,244
1880 ...	832	652	64	716	181	897	1903 ...	2,454	921	349	1,270	986	2,256
1881 ...	1,171	874	34	908	220	1,128	1904 ...	2,151	1,036	428	1,464	978	2,442
1882 ...	1,832	1,521	87	1,608	277	1,885	1905 ...	2,609	334	664	1,048	1,072	2,120
1883 ...	1,770	1,335	95	1,430	313	1,743	1906 ...	2,668	1,017	477	1,494	1,141	2,635
1884 ..	1,759	1,295	100	1,395	348	1,743	1907 ...	2,949	1,169	747	1,916	1,115	3,031
1885 ...	1,189	791	70	861	892	1,253	1908 ...	2,128	731	454	1,185	1,079	2,264
							1909 ...	2,166	643	723	1,366	1,099	2,465

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1862 ...	2333	1861-62 ...	22,32,04,320	14,95,19,850	37,27,24,170
1863 ...	2507	1862-63 ...	22,63,23,840	20,50,89,670	43,14,13,510
1864 ...	2958	1863-64 ...	27,14,55,900	22,96,25,810	50,10,81,710
1865 ...	3363	1864-65 ...	28,15,09,230	21,36,33,520	49,51,42,750
1866 ...	3563	1865-66 ...	29,59,92,280	26,55,73,010	56,15,65,290
1867 ...	3929	1866-67 ...	29,03,87,150	13,23,69,050	42,27,56,200
1868 ...	4008	1867-68 ...	35,70,57,830	11,77,53,740	47,48,11,570
1869 ...	4255	1868-69 ...	35,99,01,420	15,15,59,540	51,14,60,960
1870 ...	4771	1869-70 ...	32,92,75,200	13,95,48,072	46,88,23,972
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,592
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,596
1876 ...	6862	1875-76 ...	38,88,73,403	5,30,07,224	44,18,80,627
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,07,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82 74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,734	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,300
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77,531	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,03,44,876	93,21,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,680
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	83,09,77,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	90,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25873	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904..	92,59,22,723	38,52,61,072	1,31,11,83,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	*29957	1906-1907.	1,17,34,15,294	44,57,98,114	1,61,82,13,408
1908 ...	30576	1907-1908...	1,36,53,80,464	42,28,44,977	1,78,82,25,441
1909 ...	†	1908-1909...	1,28,77,40,948	22,74,41,677	1,51,51,82,620

† Figures not received up to time of publication of this Report.
* Revised figures.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Merchandise and Treasure.
			Rs.	Rs.	Rs.
1862 ...	2333	1861-62 ...	36,31,70,420	68,33,550	37,00,03,970
1863 ...	2507	1862-63* ...	47,35,96,450	1,11,11,400	48,97,07,850
1864 ...	2958	1863-64* ...	65,62,54,490	1,27,04,350	66,89,58,840
1865 ...	3369	1864-65* ...	68,02,70,160	1,44,45,900	69,47,16,060
1866 ...	3563	1865-66* ...	65,49,11,230	2,16,41,520	67,65,52,750
1867 ...	3929	1866-67 ...	41,85,99,941	2,43,15,030	44,29,14,971
1868 ...	4008	1867-68 ...	50,87,40,563	1,57,19,460	52,44,60,023
1869 ...	4255	1868-69 ...	53,06,21,647	1,39,55,800	54,45,77,447
1870 ...	4771	1869-70 ...	52,47,13,756	1,04,23,528	53,51,37,284
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06 51,48,540	4 10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4 25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,86,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,802	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901...	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,416
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	‡ 29957	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	30576	1907-1908..	1,77,37,29,392	5,44,85,001	1,82,82,14,393
1909 ...	† ...	1908-1909..	1,53,01,70,174	6,53,02,465	1,59,53,72,639

* Exports abnormally high owing to the American Civil War.

† Figures not received up to time of publication of this Report.

‡ Revised figures.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1903-1904 *to* 1908-1909.

—	1903-1904.	1904-05.	1905-1906.	1906-1907.	1907-1908.	1908-1909.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal, Eastern Bengal and Assam ...	33,64,54,439	38,61,59,986	41,87,23,429	42,33,46,365	53,15,30,568	44,83,62,212
Bombay	29,92,48,919	33,00,37,812	36,52,63,784	38,06,18,214	44,81,60,812	40,43,14,617
Sindh	5,47,56,020	7,70,34,793	8,69,55,299	9,41,77,137	10,52,17,250	11,31,75,340
Madras	7,51,47,845	8,45,56,016	7,77,49,323	9,06,59,960	10,25,48,745	11,54,57,623
British Burmah	8,26,25,707	8,90,76,809	8,17,55,358	9,37,67,468	11,14,93,567	13,13,06,568
Total ...	84,82,32,930	96,68,64,916	1,03,04,47,143	1,08,30,69,144	1,39,89,50,942	1,21,36,16,420
Ditto Government Stores	7,76,89,793	7,72,74,938	9,02,62,679	8,93,46,150	6,64,29,522	7,51,24,523
Total Merchandise ...	92,59,22,723	1,04,41,39,854	1,12,07,09,822	1,17,24,15,294	136,53,80,464	1,28,77,40,943
Treasure, Private.						
Bengal, Eastern Bengal and Assam ...	9,47,69,291	10,44,48,477	6,05,52,741	8,55,37,483	7,47,84,261	3,58,41,093
Bombay	20,50,09,095	21,56,23,877	14,03,62,202	17,08,24,032	25,38,87,501	17,71,05,974
Sindh	43,80,354	43,41,149	36,42,037	57,44,464	87,83,456	58,71,089
Madras	1,31,80,117	35,64,892	38,09,693	80,85,382	88,31,138	68,95,809
British Burmah	20,93,264	23,01,903	8,50,522	18,18,497	19,17,936	6,04,577
Total ...	31,94,32,621	33,02,75,298	20,92,17,195	27,20,09,858	32,82,04,292	22,63,18,531
Ditto Government	6,58,28,451	6,48,06,452	10,72,97,243	17,37,88,256	9,46,40,685	11,23,146
Total Treasure ...	38,52,61,072	39,50,81,750	31,65,14,438	44,57,98,114	42,28,44,977	22,74,41,677
Grand Total of Imports ...	1,31,11,83,795	1,43,92,21,604	1,43,72,24,260	1,61,82,13,408	1,78,82,25,441	1,51,51,81,620
EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Eastern Bengal and Assam ...	21,08,288	25,96,347	20,01,707	22,86,283	21,48,320	24,92,609
Bombay	2,65,16,638	2,57,84,864	2,76,60,211	2,57,09,016	2,90,42,132	2,30,35,811

Sindh	32,92,611	38,02,823	38,20,979	47,54,747	47,73,138	46,24,538
Madras	8,57,861	11,94,360	13,94,980	15,48,751	10,45,463	10,39,610
British Burmah	4,79,689	3,47,702	3,91,396	6,16,541	6,64,300	5,24,441
Total ...	3,32,55,087	3,37,26,095	3,52,69,273	3,49,10,338	3,76,73,353	3,17,06,999
(Indian Produce and Manufactures.)						
Bengal, Eastern Bengal and Assam ...	59,75,01,312	64,08,51,282	70,43,50,564	82,57,99,545	73,64,24,409	70,89,00,210
Bombay	46,11,99,893	41,54,45,707	45,73,65,564	42,76,41,472	45,89,80,122	39,80,03,709
Sindh	12,93,56,612	17,59,63,613	11,09,32,453	15,31,76,102	17,60,85,027	8,94,16,906
Madras	15,00,73,900	14,66,24,127	15,45,56,659	17,26,16,896	18,61,76,091	18,12,29,326
British Burmah	15,82,09,018	16,24,01,927	15,49,44,490	15,14,70,868	17,71,16,569	12,87,61,013
Total ...	1,49,63,40,735	1,54,12,86,656	1,58,21,49,730	1,73,07,04,827	1,73,47,82,218	1,49,78,11,164
Total Fgn. and Indian Merchandise exported.						
Bengal, Eastern Bengal and Assam ...	59,96,09,600	64,34,47,629	70,63,52,271	82,80,85,532	73,85,72,729	71,13,92,819
Bombay	48,77,16,531	44,12,36,571	48,50,35,775	45,33,50,488	48,80,22,254	42,10,39,520
Sindh	13,26,49,223	17,97,66,435	11,47,53,432	15,79,80,849	18,08,58,165	8,50,41,434
Madras	15,09,31,761	14,78,18,487	15,59,51,639	17,41,60,647	18,72,21,554	18,22,58,936
British Burmah	15,86,88,707	16,27,42,629	15,53,35,886	15,20,87,349	17,77,80,869	12,92,85,454
Total ...	1,52,95,95,822	1,57,50,12,751	1,61,74,19,003	1,76,56,15,165	1,77,24,55,571	1,52,90,18,163
Ditto Government Stores	55,75,777	20,76,616	11,34,957	10,79,105	12,78,821	11,52,011
Total Merchandise ...	1,53,51,71,599	1,57,70,89,367	1,61,85,53,960	1,76,66,94,270	1,77,37,29,392	1,53,01,70,174
Treasure, Private.						
Bengal, Eastern Bengal and Assam... ...	40,01,690	17,70,682	30,32,162	64,63,683	42,30,542	49,58,417
Bombay	7,37,77,134	7,38,49,580	5,83,96,010	4,80,90,470	4,40,34,073	4,92,81,881
Sindh	18,17,392	10,92,734	9,81,022	8,10,406	15,50,778	7,51,394
Madras	12,81,425	30,00,360	16,60,625	14,29,687	45,39,618	41,84,544
British Burmah	6,16,089	52,300	4,27,750	3,35,830	1,07,275	4,40,500
Total ...	8,14,93,730	7,97,65,656	6,44,97,569	5,71,80,076	5,44,62,281	5,95,66,736
Ditto Government	6,89,45,081	8,45,22,511	9,02,02,485	52,450	22,720	36,35,729
Total Treasure ...	15,04,38,811	16,42,88,167	15,47,00,054	5,71,82,526	5,44,85,001	6,32,02,465
Grand Total of Exports ...	1,68,56,10,410	1,74,13,77,534	1,77,32,54,014	1,82,38,76,796	1,82,82,14,393	1,59,33,72,639

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1906-1907 *to* 1908-1909.

Articles.	Quantities.			Value.		
	1906-1907	1907-1908.	1908-1909	1906-1907.	1907-1908.	1908-1909.
				Rs.	Rs.	Rs.
Animals—Living	4,795	4,216	2,693	21,13,374	17,88,187	11,24,370
Apparel, &c. (excluding Boots and Shoes) value	.....	.....	.....	76,11,887	88,42,692	71,56,595
Arms, Ammunition, &c. (excluding Dynamite and other Explosives) „	.....	.....	.....	3,94,712	5,81,676	5,06,495
Articles imported by Post „	.....	.....	.....	59,64,263	69,65,185	69,58,927
Building and Engineering Materials „	.....	.....	.....	16,80,619	17,68,862	19,23,357
Cabinetware and Furniture „	.....	.....	.....	6,21,238	8,41,248	6,65,219
Candles lbs.	533,832	645,728	549,667	1,68,997	2,24,788	1,82,632
Clocks and Watches No.	209,194	226,416	195,552	8,24,283	8,81,016	8,04,401
Coal, Coke, and Patent Fuel tons.	220,586	286,593	865,464	42,12,759	45,47,281	65,36,386
Cotton—Raw cwts	113,792	155,827	120,584	45,00,236	70,13,412	51,70,177
Do. Twist and Yarn lbs.	10,182,099	11,053,756	12,939,988	92,05,181	1,18,41,413	1,09,48,193
Do. Piece-Goods yards	613,858,898	640,091,513	425,661,851			
Do. Shawls and Handkerchiefs No.	22,346,605	8,829,272	11,422,067	10,02,05,919	11,08,96,346	7,56,99,579
Do. Hosiery, Thread, Net, Canvas, &c value	.....	.....	.....			
Chemical Products and Preparations „	.....	.....	.....	62,37,370	70,97,074	57,85,668
Dynamite and other Explosives cwts.	1,29	3,118	1,550	22,39,867	23,06,042	23,83,075
Drugs, Medicines & Narcotics (excluding Tobacco) value.	.....	.....	.....	89,403	1,25,407	1,04,158
Dyeing and Colouring Materials—Aniline and Alizarine Dyes lbs.	8,831,874	9,545,147	8,624,600	37,44,610	39,96,279	29,11,748
„ „ Other Sorts cwts.	10,818	8,952	12,733	55.83,046	60,89,386	57,77,631
Earthenware and Porcelain value.	.....	.....	.....	12,56,620	12.68,736	13,25,580
Fireworks „	.....	.....	.....	12,27,104	12,99,205	12,53,817
Glass and Glassware „	.....	.....	.....	5,24,720	5,04,996	2,92,624
Gums and Resins (excluding Cutch and Gambier). cwts.	77,704	76,869	77,410	56,04,407	76,41,960	52,13,589
Hardware and Cutlery value.	.....	.....	.....	11,71,433	11,27,008	10,91,269
Hides and Skins cwts.	18,731	16,406	14,059	1,01,25,925	1,18,27,617	96,77,871
Instruments and Apparatus value.	.....	.....	.....	14,69,484	10,38,146	10,45,885
Ivory, Unmanufactured lbs.	206,988	241,716	235,725	42,00,031	45,42,575	38,22,634
Do. Manufactured value.	.....	.....	.....	12,58,980	15,33,401	15,10,149
Jewellery, Precious Stones, Pearls, &c. „	.....	.....	.....	2,22,056	3,09,109	1,79,572
Leather, Unwrought, Saddlery, &c „	.....	.....	.....	93,94,359	77,23,653	57,67,822
Do. (Boots and Shoes) pairs.	538 146	893,660	544,462	18,75,565	22,43,141	19,75,642
Liquors—Ale, Beer, and Porter ...gallons.	1,776,735	1,643,804	1,107,885	11,52,141	14,33,477	11,54,747
				17,72,685	16,24,685	11,69,787

Liquors—Spirits ... ... „	426,351	441,898	445,037	31,28,217	32,70,230	31,79,752
Do. Wines and Liquors ... ... „	105,201	111,405	103,878	9,09,883	9,81,171	8,84,884
Do. Other sorts ... ... „	2,517	2,616	1,824	6,614	5,590	5,224
Machinery and Millwork ... ... value.	.....	... ..	.....	2,57,88,518	2,94,19,479	2,54,69,043
Matches, Lucifer and other ... ... „	.....	.....	.....	18,40,335	20,65,492	21,29,362
Metals—Brass ... ... cwts.	5,467	7,117	8,928	3,40,346	4,98,984	4,65,275
Do. Copper ... ... „	42,113	71,486	119,759	32,46,993	53,27,565	78,71,033
Do. Mixed or Yellow Metal ... ... „	82,923	98,371	164,614	47,88,438	54,01,613	83,80,803
Do. Iron ... ... „	1,079,723	1,044,988	1,057,921	92,54,465	92,14,118	96,22,951
Do. Lead ... ... „	10,772	16,470	26 059	1,70,365	2,95,843	3,55,754
Do. Quicksilver ... ... lbs.	130,531	87,008	190.889	2,00,632	1.32,811	1,88,783
Do. Steel ... ... cwts.	1,754,376	2,045,703	2,166,689	1,04,97,649	1,33,48.825	1,29,25,284
Do. Tin ... ... „	7,955	11,483	11,189	11,72,968	15.56,391	12,93,443
Do. Zinc or Spelter ... ... „	34,279	20,799	26,542	7,66,198	4,58,867	5,18,204
Do. Other sorts ... ... „	11,269	18,726	12,072	10,17,484	16,66,248	10,07,858
Oil Mineral—Kerosine ... ...gallons.	17,548,821	18,185,502	23,677,189	} 71,48,870	84,21,888	1,07,33,570
Do do. other sorts ... ... „	1,942,010	3,239,483	3,844,527			
Do. do. Paraffin wax ... ... cwts.	1,478	928	1,898			
Do. all other Sorts ... ...gallons.	348,645	418,950	284,777	6,35,967	8,89,645	5,97,817
Paints and Colours (excluding Painters' Materials). cwts.	106,986	98,347	113,487	15,61,207	16,28,598	15,29,665
Paper and Pasteboard ... ... value.	.....	... ..	.....	37.02,910	42,74,277	38,94,575
Perfumery, other than Musk ... ... „	.....	.....	.....	1.71,388	1,81,274	2,00,416
Provisions ... ... „	.....	.....	.....	94,36,959	1,03,37,522	1,00,36.968
Railway Plant and Rolling Stock ... ... „	.....	.....	.....	*90,71,259	2,48,67,384	3,18,27,108
Silk—Raw ... ... lbs.	1,218,318	1,747,940	1,684,976	45,88,876	80,28,581	72,98,788
Do. Piece-Goods (including silk mixed with other materials) ... ... yards	11,883,635	14.044,825	12,661,513	96,67,887	1,20,92,270	1,11,24,472
Spices ... ... lbs.	18,993,022	20,854,669	16,726,878	35,32,539	46,02,297	38,39,155
Sugar, refined or crystalised (including Sugar Candy). cwts.	3,431.261	3,288,012	2.930,278	2,98,98,255	2,93,02,109	2,88,39,054
Tea ... ... lbs.	1,940,335	3,071,227	3,597,019	18,26,822	19,10,808	18,01,185
Tobacco, Cigars, &c. ... ... „	792,840	729,663	683,744	11,18,070	12,04,559	12,43,482
Umbrellas ... ... No.	437,147	522,675	291,910	5,31,547	6,43,064	3,85,609
Wool—Raw ... ... lbs.	1,502,636	1,885,506	1,715,443	5,07,113	6,45,590	5,51,662
WOOD—						
Teak Timber ... ... c. tons.	48,027	42,843	40,121	44.35,133	38,82,482	37,24,389
Other do. ... ... do.	15,760	12,020	13,282	8,76,796	8,00,017	8,09,189
Woollen Piece-Goods ... ... yards.	7,352,826	9,865,690	8,527,875	69,15,130	97,29,520	82,90,386
All other Articles ... ... value.	... ..	.....	.....	2,61,38,584	3,10,43,124	3,34,54,466
Total Value ...	.....	.....	.....	38,05,46,280	44,80,51,024	40,40,97,653
Treasure—Gold (Private) ... ... Ozs. ...	1,648,796	2,219,348	903,207	10,30,82,958	13,78,06,840	5,65,09,457
Do. Silver (Do.) ... ... „ ...	31,975,647	48,170.998	71,828,314	6,77,41,074	9,60,80,661	12,05,96,517
Total Treasure ...	33,624,443	50,420,346	72,731,521	17,08,24,032	23,38,87,501	17,71,05,974
Grand Total...Rs.	.....	.....	.....	55,13,70,312	68,19,38,525	58,12,03,627

* This includes articles imported for State Railways (from August 1906 to March 1907).

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1906-1907 *to* 1908-1909.

ARTICLES.		Quantities.			Value.		
		1906-1907.	1907-1908.	1908-1909.	1906-1907.	1907-1908.	1908-1909.
INDIAN PRODUCE AND MANUFACTURES.					Rs.	Rs.	Rs.
Coffee	cwts.	6,347	2,340	1,971	2,59,568	86,697	74,607
Coir, unmanufactured and manufactured (excluding Ropes)	"	6,040	3,658	5,004	56,824	41,226	62,027
Cotton—Raw	"	5,241,443	* 5,922,330	4,703,068	15,64,69,074	17,86,38,936	13,78,52,723
Do. Twist and Yarn	lbs.	233,819,001	207,795,929	225,241,501	9,99,06,586	8,65,07,031	9,27,16,755
Do. Piece-goods	yards.	52,812,924	51,734,174	55,567,422	86,57,951	88,18,851	90,52,138
Do. Shawls and Handkerchiefs	No.	142,248	214,670	170,478			
Do. Hosiery, Thread, Net, Canvas, &c.	value.	.....	.....	.....	3,81,008	3,91,542	3,68,709
Dyeing and Colouring Materials (including Cutch, Gambier and Lac)—							
Indigo	cwts.	2,368	2,906	857	4,58,657	6,22,640	1,62,579
Myrabollams	"	745,538	1,102,657	1,079,449	29,20,163	41,95,098	43,18,514
Other Sorts	"	33,704	46,036	42,788	4,10,735	6,09,023	5,02,330
Grain and Pulse—							
Rice not in the Husk	"	533,439	462,297	552,520	36,12,484	33,53,484	33,86,411
Wheat	"	459,587	553,462	56,226	28,52,884	27,83,549	3,81,908
Wheat Flour	lbs.	74,073,198	43,700,126	45,148,366	48,60,099	45,78,614	35,35,593
Other sorts	cwts.	815,803	899,658	478,541	38,26,445	46,34,428	28,07,347
Gums and Resins	"	36,188	39,632	32,497	6,83,747	6,99,116	5,33,836
Hides and Skins—							
Hides	No.	349,185	211,498	293,796	21,94,290	17,68,313	27,60,096
Skins	"	5,093,772	4,849,017	4,665,442	82,08,997	75,40,739	70,73,084
Manures—Animal Bones	Tons.	31,414	24,377	16,185	20,05,245	16,18,332	10,80,896
Metal—Manganese Ore	"	350,543	3,84,115	336,895	56,26,782	68,52,414	61,84,373
Oils	gallons.	211,347	177,679	178,060	6,37,470	7,87,224	7,33,480
Do. Paraffin Wax	cwts.	.....	6	.....			
Opium	chests.	12,683	16,320	21,986	1,90,47,814	2,28,38,877	3,05,14,513
Provisions	value.	.....	.....	.....	15,50,668	19,98,921	20,19,089
Seeds—							
Linseed	cwts.	1,889,627	2,250,188	1,030,350	1,39,24,658	1,80,59,844	84,45,596
Rape	"	885,330	1,994,165	860,105	70,29,325	1,72,79,064	81,09,288
Gingelly	"	2,366,144	1,264,759	1,410,173	2,20,88,446	1,39,96,020	1,38,15,906

Poppy	"	*526,264*	*890,782*	*601,805*	*43,93,585*	*90,34,052*	*68,55,098*
Castor	"	1,169,747	1,333,644	1,385,484	89,89,864	1,00,76,425	88,51,221
Groundnuts	"	130,356	93,553	117,930	10,38,910	7,35,209	9,45,902
Cotton	"	38,11,217	3,635,120	3,141,353	1,13,80,714	1,14,36,997	1,13,34,688
Other sorts	"	3,18,224	909,026	585,611	26,54,404	60,92,544	44,96,226
Spices	lbs.	4,683,511	6,162,651	4,805,203	12,76,649	16,33,593	12,65,807
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	16,218	18,910	14,320	2,14,754	1,88,171	1,97,768
Do. Unrefined (Molasses, Goor, &c.)	"	11,220	7,683	7,175	1,11,041	79,204	73,842
Tea	lbs.	1,685,099	2,264,670	1,279,794	8,14,714	11,41,172	6,68,905
Tobacco, Cigars, &c.	"	5,485,839	6,820,247	5,734,109	7,09,847	8,75,510	7,37,049
Wool—Raw	"	18,803,015	15,499,996	16,887,292	1,11,83,209	95,45,503	93,88,185
Woollen Shawls	No.	460	583	704	10,827	7,463	6,975
All other Articles	value.	.....	.....	.....	1,76,87,155	1,96,08,591	1,72,08,365
Total Value Rs. ...		.....	.....	.....	42,76,28,353	45,89,38,919	39,79,16,829
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	789,955	1,021,296	600,894	5,15,648	8,43,692	5,00,111
Do. Piece-goods	yards.	58,394,060	56,613,940	42,594,275	1,09,27,779	1,23,29,127	92,15,389
Do. Shawls and Handkerchiefs	No.	1,139,469	984,522	921,626			
Do. Hosiery, Thread, Net, Canvas, &c. ...	value.	.....	.....	.....	3,18,799	3,42,467	2,86,465
Gums and Resins (excluding Cutch and Gambier).	cwts.	45,878	39,628	40,138	8,92,295	7,08,631	7,00,297
Ivory, unmanufactured	lbs.	71,616	74,785	78,293	3,36,802	4,10,979	4,14,522
Provisions	value.	.....	.....	.....	18,42,685	17,42,977	16,59,403
Silk—Raw	lbs.	104,163	82,626	72,833	3,78,105	1,74,173	1,12,984
Do. Piece-goods (including silk mixed with other materials)	yards.	897,303	702,105	560,630	6,11,141	5,19,488	3,97,267
Sugar—Refined (including Sugar-candy and Confectionery)	cwts.	103,740	72,767	80,328	9,68,649	6,66,964	7,91,214
Tea	lbs.	495,159	990,890	832,368	3,05,414	6,41,514	5,39,059
Wool—Raw	"	282,912	209,552	74,928	1,33,665	94,890	36,690
Do. Piece-goods	yards.	844,153	264,428	161,598	3,55,131	2,71,758	1,90,967
All other Articles	value.	.....	.....	.....	81,27,859	1,02,95,972	81,91,707
Total Value Rs. ...		.....	.....	.....	2,57,08,972	2,90,42,132	2,30,36,075
Total Indian and Foreign Merchandise Rs. ...		.....	.....	.....	45,33,37,325	48,79,81,051	42,09,52,904
Treasure—Gold (Private)	Ozs. ...	600,435	598,889	607,424	3,43,27,164	3,35,36,988	3,45,47,272
Do. Silver do.	" ...	5,188,089	46,44,841	8,319,645	1,37,63,306	1,04,97,090	1,47,34,609
Total Treasure ...		5,788,524	52,38,680	8,927,069	4,80,90,470	4,40,34,078	4,92,81,881
Grand Total Rs. ...		.....	.....	.....	50,14,27,795	53,20,15,124	47,02,34,785

* Corrected.

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1907, 1908 and 1909.

Articles.	Quantities.			Value.		
	1907.	1908.	1909.	1907.	1908.	1909.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	11,793	11,214	10,295	44,23,650	37,00,215	28,51,770
Apparel (including Millinery, &c.) ... value.	.....	.....	.....	2,08,38,540	2,09,33,125	1,98,92,670
Arms, Ammunition, &c. ... ... „	.....	.....	.....	39,78,500	42,51,750	30,15,260
Books and Printed Matters ... ... cwts.	26,443	37,461	28,662	32,41,950	39,09,255	37,58,055
Building and Engineering Materials ... value	.....	.....	.....	50,97,990	57,85,405	59,20,665
Coffee ... ... cwts.	7,980	8,534	7,784	2,84,350	2,83,005	2,60,460
Coal, Coke and Patent Fuel ... ... tons.	301,588	385,328	490,421	57,74,280	72,17,655	82,60,020
Cotton—Raw ... ... cwts.	92,762	196,978	119,942	41,16,600	88,08,870	43,39,845
„ Twist and Yarn ... ... lbs	35,267,322	44,142,393	40,201,230	3,36,95,250	4,15,58,745	3,14,69,445
„ Piece-Goods ... ...yards..	2,461,784,767	2,220,587,143	2,044,783,238	40,27,86,585	36,63,50,010	31,28,48,790
„ Shawls, Hosiery, Thread, &c. ... value.	.....	.....	.....	2,21,25,225	2,24,08,320	2,02,78,680
Corals, Real ... ... lbs	77,795	80,266	67,959	2,19,195	1,86,660	1,51,920
Chemicals ... ... value.	.....	.....	.....	77,14,230	74,21,895	83,13,195
Clocks and Watches ... ... No.	501,140	487,884	515,326	19,70,805	19,33,275	17,46,315
Candles ... ... lbs.	2,590,430	2,587,796	2,524,242	8,35,320	8,53,065	7,59,690
Drugs, Medicines and Narcotics (including Tobacco) ... ... value.	.....	.....	.....	1,71,69,420	1,55,16,690	1,50,81,165
Dyeing and Tanning materials (Alizarine and Aniline dyes) ... ... lbs	12,419,446	12,621,998	12,706,139	79,97,685	85,86,690	81,55,245
„ other sorts ... ... cwts	45,746	45,640	58,586	19,53,960	18,56,445	22,92,030
Earthenware and Porcelain ... „ value.	.....	.....	.....	40,66,710	43,45,320	42,48,405
Flax manufactured and unmanufactured „	.....	.....	.....	24,16,725	26,34,375	21,38,010
Fruits and Vegetables ... ... „	.....	.....	.....	14,78,310	9,71,850	12,73,290
Gums and Resins ... ... cwts.	140,651	144,499	149,067	18,48,725	18,51,000	18,64,770
Glass and Glassware ... ... value	.....	.....	.....	1,40,59,860	1,23,83,520	1,24,21,155
Hides and Skins dressed and undressed—						
Hides ... ... cwts.	7,648	7,571	4,500	4,22,310	4,12,725	3,19,785
Skins ... ... „	26,373	22,264	25,502	18,89,370	15,70,140	18,97,470
Ivory, unmanufactured ... ... lbs.	215,704	236,736	330,512	13,71,930	14,66,145	24,74,550

Instruments and Apparatus ... ... value	.....	.....	.....	,41,30,570	1,27,45,410	1,12,55,870
Jewellery, Precious Stones, Pearls, &c... „	.....	.....	.....	94,64,475	65,93,715	1,06,30,290
Liquors—Ale, Beer and Porter ...gallons	4,805,640	4,384,938	4,286,811	60,48,900	58,38,405	56,26,275
„ Spirits ... ... „	1,607,573	1,699,104	1,676,088	1,05,31,350	1,11,27,270	1,10,82,150
„ Wines, Liquors, &c. ... ... „	362,945	365,639	362,528	30,19,455	29,68,710	28,83,450
Leather, unmanufactured and manufactured (excluding Boots and Shoes) value.	.....	.....	.....	34,49,130	33,33,915	33,36,075
„ Boots and Shoes ... ... pairs.	1,720,424	1,767,125	1,542,519	34,41,210	35,35,140	37,33,200
Metals (excluding Hardware & Cutlery). tons.	619,014	678,835	607,315	12,14,51,400	13,58,45,420	12,03,47,550
„ Hardware and Cutlery ... ... value.	.....	.....	.....	2,95,80,195	3,08,60,730	2,79,30,795
Machinery and Millwork ... ... „	.....	.....	.....	6,32,70,150	6,77,17,350	5,65,32,160
Matches, Lucifer and other ... ... „	.....	.....	.....	70,53,925	73,68,030	81,17,955
Oil, mineral—Kerosine ... ...gallons	62,307,046	80,769,980	70,514,379	2,26,78,320	3,24,78,360	2,76,18,795
„ „ other kinds ... ... „	13,066,026	12,968,023	14,187,532	61,30,365	61,11,855	61,77,120
„ „ „ „ ... ... cwts	1,606	2,264	11,567			
„ all other kinds ... ...gallons	2,495,536	1,800,861	1,231,997	45,52,635	29,62,065	20,25,750
Provisions ... ... value.	.....	.....	.....	2,60,33,565	2,83,45,290	2,91,95,715
Paints and Colours ... ... cwts.	288,110	338,984	275,285	45,36,930	49,65,240	42,60,375
Painters' Materials ... ... value.	.....	.....	.....	14,31,735	13,93,620	12,62,040
Paper and Pasteboard ... ... „	.....	.....	.....	94,34,865	94,25,025	1,00,02,675
Perfumery ... ... „	.....	.....	.....	2,97,480	3,50,775	3,64,375
Railway Plant and Rolling Stock ... ... „	.....	.....	.....	6,30,93,270	8,00,80,095	6,02 82,540
Salt ... ... tons.	547,171	523,559	525,374	78,76,005	75,36,405	72,69,645
Silk, Raw ... ... lbs.	1,715,538	2,408,152	2,094,581	78,00,690	1,13,78,205	91,03,965
„ Piece-Goods (including goods mixed with other materials) ... ... yards.	21,918,327	27,333,767	23,809,431	1,66,65,210	2,10,88,890	1,72,42,035
Soap ... ... cwts	194,719	227,730	249,367	36,84,600	42,01,935	45,15,915
Spices ... ... lbs.	127,982,625	129,117,452	134,032,313	1,56,17,370	1,43,64,915	1,32,67,825
Stationery (excluding Paper). ... ... value.	.....	.....	.....	42,83,070	45,01,320	46,00,065
Sugar and Sugarcandy, Refined ... cwts	9,076,703	10,053,563	10,658,764	7,90,44,285	9,67,19,700	10,42,77,975
„ Unrefined, molasses and Confectionery „	1,606,394	1,865,68	1,970,261	81,93,570	94,93,275	1,00,11,525
Tea ... ... lbs.	3,409,786	4,693,727	3,614,703	21,04,050	23,20,080	17,27,775
Toys and Requisites for Games ... value.	.....	.....	.....	33,11,280	32,73,090	33,79,215
Umbrellas ... ... No.	1,881,322	1,962,199	1,093,192	18,63,150	20,41,110	11,20,410
Wood, Timber ... ... cubic tons.	100,377	96,123	89,905	81,39,975	76,77,300	67,13,190
„ other Sorts, including wooden-ware. value.	.....	.....	.....	9,06,150	7,93,485	9,44,775
Wool, Raw ... ... lbs.	2,606,438	3,072,283	2,501,067	9,82,230	11,89,700	9,22,890
„ Piece-Goods ... ... yards.	18,305,753	21,234,828	15,211,847	1,78,08,750	2,03,86,785	1,34,79,420
„ Shawls, Braids, &c. ... ... value.	.....	.....	.....	84,16,050	1,07,87,985	67,05,495
All other Articles ... ... „	.....	.....	.....	5,60,31,780	6,70,82,445	6,15,31,605
Total Value Rs. ...	.....	.....	.....	1,32,41,28,055	1,29,01,20,195	1,14,74,98,935

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1907, 1908 and 1909.

ARTICLES.	Quantities.			Value.		
	1907.	1908.	1909.	1907.	1908.	1909.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	159,519	335,436	210,942	69,33,165	1,54,55,475	98,59,680
Cotton—Raw ... ... „	9,401,904	6,049,993	7,608,268	28,01,69,115	17,93,43,255	23,60,88,315
„ Twist and Yarn ... ... lbs.	221,577,137	210,359,581	242,812,676	9,23,81,410	8,60,27,595	10,22,17,545
„ Piece Goods ... ... yards.	76,224,964	72,038,561	88,929,558	1,66,47,690	1,59,23,790	1,94,47,785
„ Shawls, Hosiery, &c. ... ... value.	.....	.....	.....	13,96,770	16,14,645	15,23,055
Coir, Unmanufactured ... ... cwts.	11,839	9,235	10,678	1,13,700	97,800	1,12,995
„ Manufactured (excluding Cordage) „	540,720	490,404	666,607	55,75,935	53,64,675	71,82,420
Dyeing and Colouring Materials—						
Indigo ... ... „	38,207	25,121	25,087	74,82,570	50,72,685	49,38,620
Myrabollams ... ... „	1,188,854	1,783,192	1,227,058	48,45,675	68,81,895	50,26,860
Catch and Gambier ... ... „	104,758	84,030	40,330	17,03,640	12,52,485	6,35,520
Other Sorts ... ... „	105,285	109,304	124,057	11,71,650	10,81,365	11,35,895
Grain and Pulse—						
Rice in the Husk ... ... „	690,590	405,374	713,193	21,82,440	13,97,985	22,58,385
„ not in the Husk ... ... „	37,847,763	37,037,208	33,548,589	19,67,60,910	17,99,32,470	16,52,29,815
Wheat ... ... „	20,034,851	2,253,638	18,555,837	9,59,50,665	1,37,62,185	11,29,50,690
„ Flour ... ... „	834,742	618,213	640,239	60,82,200	52,19,985	55,17,165
Other Sorts excluding Rice Flour ... „	5,689,410	1,252,983	3,588,735	2,27,73,285	65,79,570	1,55,46,360
Hides and Skins—						
Hides ... ... „	947,163	870,021	974,396	6,13,61,310	5,78,84,880	6,32,43,120
Skins ... ... „	490,399	528,314	764,374	6,05,16,555	5,72,08,695	7,16,17,245
Jute—Raw ... ... „	15,099,576	17,183,500	15,397,352	21,59,91,720	19,20,81,510	16,02,35,070
„ Gunny Bags ... ... No.	281,623,251	305,029,802	353,447,442	8,31,99,195	8,02,05,645	8,50,59,765
„ Cloth ... ... yds.	799,185,118	768,556,803	893,774,489	10,08,91,845	8,08,45,935	8,10,55,170
„ Other Sorts... ... ... value.	.....	.....	.....	15,67,950	8,15,265	6,39,735
Lac—Shell, Button, Stick, &c. ... ... cwts.	358,987	355,456	519,643	4,37,13,285	2,92,37,280	2,82,86,835
Opium ... ...chests.	63,415	62,408	57,240	8,74,02,120	8,68,38,030	7,97,47,575
Oils ... ... { gallons	4,975,687	9,870,315	6,769,153	78,82,425	91,09,050	1,06,35,240
{ cwts.	76,075	83,572	144,597			
Provisions (excluding Wheat Flour) ... value.	.....	.....	.....	71,74,725	75,62,115	81,87,435

Spices ... ... lbs.	25,661,188	24,060,017	29,206,003	53,71,770	49,33,305	63,96,505
Saltpetre ... ... cwts	357,589	386,199	404,946	41,20,185	43,91,370	44,52,570
Seeds—						
Linseed ... ... cwts.	6,674,745	3,273,960	4,699,628	5,08,65,525	2,61,31,965	3,86,86,065
Rape ... ... ,,	5,697,654	2,564,808	5,389,313	4,36,87,260	2,32,40,220	3,88,91,850
Gingelly ... ... ,,	2,948,718	1,178,075	2,062,045	2,87,35,725	1,27,76,595	1,88,62,395
Poppy ... ... ,,	1,254,694	748,228	849,151	1,24,49,820	79,38,705	80,42,175
Castor ... ... ,,	2,100,580	1,588,211	1,809,737	1,63,47,285	1,04,98,395	1,16,92,620
Groundnuts ... ... ,,	1,801,893	1,303,090	2,392,075	1,39,68,600	89,84,480	1,82,73,340
Cotton ... ... ,,	5,397,335	2,881,469	4,222,252	1,62,51,855	1,00,56,705	1,50,04,375
Other Sorts ... ... ,,	976,065	792,146	1,075,214	70,29,825	60,81,360	80,05,995
Silk, Raw ... ... lbs.	2,143,879	1,701,194	1,877,888	71,43,755	56,40,645	54,48,000
,, Piece-Goods (including Silk mixed with other Materials) ... ... yds.	692,708	598,146	766,590	8,01,450	7,21,375	8,14,710
Sugar Refined or Crystallised ... ... cwts.	20,558	19,445	21,172	2,35,335	2,39,280	2,60,805
,, Unrefined (Molasses, Goor, &c) ... ,,	179,731	181,283	104,947	8,95,410	10,45,755	6,24,360
Tea (including Tea Waste)... ... ... lbs.	233,913,398	231,103,196	244,876,311	10,38,50,910	10,34,05,290	11,26,16,835
Tobacco, Cigars, &c. ... ... ,,	22,872,616	12,039,151	11,550,354	30,48,435	23,06,430	24,36,360
Wood, Teak ... ... cubic tons	43,653	27,044	30,238	65,70,210	40,58,280	45,30,540
,, Other sorts (including woodenware) value	.....	.....	.....	19,41,765	19,99,740	16,09,755
Wool, Raw ... ... lbs.	44,157,702	32,093,662	62,875,355	2,36,09,355	1,54,63,245	2,99,56,095
,, Manufactures of ... ... value.	.....	.....	.....	26,71,785	25,50,555	23,42,175
All other Articles ... ... ,,	.....	....	.....	8,21,35,875	7,75,57,845	8,01,78,000
Total Value Rs. ...	.....	.....	.....	1,84,35,04,035	1,45,62,17,595	1,68,74,87,230
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,221,564	572,320	965,142	10,10,400	508,860	7,86,330
,, Piece-Goods ... ... yds	64,151,688	51,174,019	48,639,763	1,32,30,045	1,06,07,550	1,00,63,275
,, Shawls, Thread, &c. ... ... value.	.....	.....	.....	6,38,280	5,92,495	5,65,200
Ivory, Unmanufactured ... ... lbs.	68,384	76,687	89,739	3,83,775	3,67,600	5,37,195
Metals... .. .. cwts	254,588	245,895	347,090	24,37,875	14,86,800	13,19,940
Silk, Raw ... ... lbs.	76,518	80,829	79,297	1,70,400	1,82,360	1,86,885
,, Piece-Goods ... ... yds.	819,193	528,963	590,482	5,89,905	3,94,350	4,51,755
Spices ... ... lbs.	1,272,001	1,234,708	1,091,282	3,74,385	4,18,770	3,18,815
Sugar Refined or Crystallised ... ... cwts.	113,403	115,113	132,593	10,28,730	11,08,635	13,14,075
Tea ... ... lbs	733,296	1,032,547	498,196	4,63,740	6,64,740	3,58,470
Wool, Raw ... ... ,,	5,220,766	4,916,796	5,700,902	33,02,190	27,34,485	31,67,355
All other Articles ... ... value.	.....	.....	.....	1,43,76,015	1,28,48,665	1,37,64,210
Total Value Rs. ...	.....	.....	.....	3,80,05,740	3,17,95,260	3,28,28,505
Grand Total Rs ...	.....	.....	.....	1,88,15,09,775	1,48,80,12,595	1,72,03,15,725

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1907, 1908 and 1909.

ARTICLES.	Quantities.			Value.		
	1907.	1908.	1909.	1907.	1908.	1909.
				Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.) ... ... value.	.....	.....	.....	84,68,915	77,87,799	77,47,817
Arms, Ammunition, &c. ... ... „	.....	.....	.....	6,31,076	6,85,820	6,33,923
Building and Engineering Materials ... „	.....	.....	.....	16,95,460	17,67,044	19,30,963
Cabinetware and Furniture ... ... „	.....	.....	.....	8,04,408	7,11,186	6,98,873
Candles ... ... lbs.	605,995	585,174	523,554	2,07,816	2,00,082	1,61,898
Clocks and Watches ... ... No.	238,869	199,446	211,366	9,30,450	8,12,009	7,86,022
Coal, Coke and Patent Fuel ... ... tons.	223,349	324,453	381,884	43,08,944	59,78,787	69,55,015
Cotton—Twist and Yarn ... ... lbs.	11,027,802	11,665,562	17,552,904	1,12,70,016	1,11,34,780	1,37,96,990
„ Piece-Goods ... ... yards	654,415,850	497,654,493	461,740,051	10,98,57,241	8,72,65,324	7,39,18,055
„ Shawls and Handkerchiefs ... No	9,921,116	12,824,105	6,307,645	15,19,950	22,36,579	6,61,003
„ Lace, Nets, Hosiery, &c. ... ... value.	.....	.....	.....	69,42,891	61,80,237	55,04,589
Chemical Products and Preparations ... „	.....	.....	.....	22,17,253	23,30,121	26,05,909
Drugs and Medicines (excluding Tobacco) „	.....	.....	.....	41,24,545	28,47,754	37,88,334
Dyeing and Coloring Materials—						
Aniline and Alizarine Dyes ... ... lbs.	9,310,518	9,096,783	9,550,546	58,46,121	61,05,418	60,07,382
Other sorts... ... ... cwts.	8,909	11,355	15,423	11,35,918	12,10,792	14,72,434
Earthenware and Porcelain ... ... value.	.....	.....	.....	12,32,139	12,64,783	13,99,391
Fireworks ... ... „	.....	.....	.....	5,00,578	2,95,047	3,06,370
Glass and Glassware ... ... „	.....	.....	.....	74,16,253	56,07,005	57,51,558
Gums and Resins ... ... cwts.	68,764	84,780	92,480	10,37,889	11,96,218	12,85,679

Hides and Skins—						
Hides ... ... No.	37,211	40,065	10,685	2,07,529	1,75,256	84,033
Skins ... ... „	950,851	838,120	1,084,827	10,22,505	7,80,699	11,42,868
Instruments and Apparatus ... ... value.	.....	.....	.....	47,75,751	39,14,616	34,03,144
Ivory, unmanufactured ... ... lbs.	214,785	235,740	330,473	13,61,950	14,56,469	24,74,355
Jewellery, Precious Stones, Pearls, &c. ... value.	.....	.....	.....	85,03,722	55,99,533	90,99,581
Leather (including Saddlery, &c.) ... „	.....	.....	.....	20,76,249	22,04,042	19,03,020
„ Boots and Shoes ... ... pairs.	856,878	636,270	565,873	13,37,553	13,79,880	11,22,147
Liquors—Ale, Beer and Porter ... ...gallons	1,667,494	1,203,453	1,184,910	16,56,201	12,63,763	12,49,086
„ Spirits, Wines, &c. ... ... „	563,665	536,745	562,285	43,23,096	39,84,962	41,64,938
Machinery and Millwork ... ... value.	.....	.....	.....	2,88,44,273	2,69,23,709	2,16,05,285
Matches, Lucifer and other ... ... „	.....	.....	.....	20,66,192	20,58,336	23,36,768
Metals (excluding Hardware & Cutlery). tons.	156,285	180,759	164,527	3,36,04,951	4,44,05,411	3,85,16,149
„ Hardware and Cutlery ... ... value.	.....	.....	.....	1,12,23,380	1,04,35,074	92,79,447
Oil, Mineral—Kerosine ... ...gallons	19,159,693	22,354,565	21,742,467	67,69,995	89,30,496	82,67,412
„ „ other sorts ... ... „	3,371,636	2,510,412	32,99,610			
„ all other sorts ... ... „	366,306	322,401	264,366	26,28,279	21,82,399	21,28,733
„ mineral „ ... ... cwts.	1,050	1,694	3,122			
Paints and Colors (excluding Painters' Materials) ... ... „	90,103	113,741	102,766	14,53,994	16,49,993	14,89,580
Paper and Pasteboard ... ... value	.....	.....	.....	41,42,642	39,61,690	42,63 574
Perfumery ... ... „	.....	.....	.....	1,88,359	1,70,790	2,02,053
Provisions ... ... „	.....	.....	.....	97,77,189	1,05,98,277	1,06,28,354
Railway Plant and Rolling Stock ... „	.....	.....	.....	*3,01,63,468	3,50,06,342	1,85,03,756
Silk, Raw ... ... lbs.	1,465,284	1,933,865	1,705,534	63,17,591	85,14,551	70,66,262
„ Piece-Goods (including Silk mixed with other Materials) ... ... yards.	13,451,745	13,719,331	13,148,825	1,10,48,586	1,23,65,445	1,08,82,089
„ Goods, other sorts ... ... value.	.....	.....	.....	21,88,069	36,37,627	30,10,179
Spices ... ... lbs.	22,455,098	17,639,687	17,705,342	48,04,997	40,35,823	32,51,583
Sugar, refined & unrefined, & Confectionery cwts.	3,166,035	3,119,050	3,396,188	2,80,98,210	3,00,72,065	3,24,14,595
Tea ... ... lbs.	2,681,167	3,867,351	27,64,839	18,00,713	19,61,588	13,52,408
Tobacco, Cigars, &c. ... ... „	796,619	702,515	746,212	12,41,209	12,56,487	14,52,242
Umbrellas ... ... No.	548,374	381,043	135,751	6,68,329	4,90,964	1,99,453
Woollen Piece-Goods ... ... yards.	9,328,855	9,894,646	8,234,831	91,98,943	92,80,688	71,84,884
Goods, other sorts... ... ... value.	.....	.....	.....	21,83,901	20,23,546	18,57,893
All other Articles ... ... „	.....	.....	.....	4,21,80,298	5,11,42,748	4,10,93,319
Total Value Rs. ...	.....	.....	.....	42,59,94,990	43,73,79,554	38,64,40,985

* This includes articles imported for State Railways.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1907, 1908 and 1909.

ARTICLES.	Quantities			Value.		
	1907.	1908.	1909.	1907.	1908.	1909.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	2,280	2,181	1,916	83,064	86,056	66,824
Coir, manufactured and unmanufactured (excluding Ropes) ... ... ,,	4,867	3,665	4,794	49,701	48,249	53,802
Cotton—Raw ... ... ,,	6,567,140	4,119,113	5,099,080	19,72,68,181	12,38,07,645	15,85,68,942
,, Twist and Yarn ... ... lbs.	213,606,105	202,397,752	226,648,472	8,88,65,796	8,27,98,353	9,56,45,540
,, Piece-Goods ... ... yards.	53,737,485	50,354,603	63,939,485	99,79,625	81,92,758	1,03,97,575
,, Shawls, Handkerchiefs, Hosiery, &c. ... ... value.	.....	.....	.....	4,53,918	4,31,466	4,14,005
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	868,798	1,397,462	857,795	33,87,609	54,44,912	34,70,114
Other sorts ... ... ,,	46,782	43,465	40,877	13,53,845	7,41,640	7,27,782
Grain and Pulse—						
Rice, not in the husk ... ... ,,	506,939	503,799	736,637	36,57,149	36,25,718	43,80,336
Wheat ... ... ,,	593,004	41,654	2,244,065	29,46,326	3,06,810	1,40,61,344
Wheat flour ... ... lbs.	72,288 405	46,869,757	45,769,173	48,24,270	36,25,690	35,65,354
Other sorts ... ... cwts.	1,084,384	354,817	816,691	51,63,948	21,68,375	41,31,679
Hides and Skins—						
Hides ... ... No.	277,239	244,696	355,465	17 63,507	23,10,088	32 88,821
Skins ... ... ,,	4,662,474	4,120,497	7,459,932	74 77,132	59,70,612	1,14,76,692
Metals—Manganese Ore ... ... tons.	401,630	323,262	359,530	69,17 319	59,17,968	62,56,956
Oils ... ...gallons	170,954	167,964	197,277	7,58,294	7,18,184	7,62,103
,, ... cwts.	.....	.....	.....			
Opium ... ...chests.	14,371	15,335	18,440	2,01,46,740	2,11,47,717	1,92,10,817
Seeds—						
Linseed ... ... cwts.	2,367,021	1,052,747	1,859,459	1,85,73,955	87,00,418	1,56,57,083

Cotton ... ... „	*4,581,298*	*2,439,108*	*3,727,182*	*1,40,19,289*	*86,72,621*	*1,30,08,158*
Rape ... ... „	2,052,448	804,883	1,221,623	1,76,85,782	77,83,477	92,03,764
Gingelly ... ... „	2,492,880	1,063,904	1,551,572	2,44,51,503	1,14,16,468	1,42,72,731
Poppy ... ... „	894,612	574,751	602,891	90,39,952	64,19,773	56,92,219
Groundnuts ... ... „	132,376	46,431	193,902	14,22,556	4,06,448	14,73,410
Other sorts ... ... „	2,179,206	1,918,117	2,420,169	1,62,77,871	1,28,59,052	1,62,46,830
Spices ... ... lbs.	5,540,676	5,181,771	5,298,856	15,20,954	13,56,052	14,65,042
Sugar, refined and unrefined ... ... cwts.	19,951	22,548	21,879	2,49,550	2,81,104	2,73,908
Tea ... ... lbs.	2,534,752	1,372,697	1,346,250	12,63,334	7,09,016	7 04,257
Tobacco, Cigars, &c. ... ... „	6,838,129	5,445,202	5,355,306	8,75,034	7,00,419	6,96,428
Wool, Raw ... ... „	16,622,120	14,053,360	22,017,303	1,04,65,217	78,67,489	1,24,48,031
Woollen Shawls ... ... No.	533	719	578	7,238	5,155	6,770
All other articles ... ... value.	.....	.....	.....	2,42,28,050	2,09,82,322	1,92,17,005
Total value Rs. ...	.....	.....	.....	49,43,06,703	35,52,02,003	44,68,43,812
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	1,148,836	503,666	922,448	9,44,167	4,45,581	7,50,230
„ Piece-Goods ... ... yds.	56,808,483	44,603,733	43,271,665	1,19,03,466	94,49,202	90,29,898
„ Shawls and Handkerchiefs ... No.	1,134,093	724,692	768,507	2,77,017	2,15,644	2,17,360
„ Lace, Thread, Hosiery, &c. ... value.	.....	.....	.....	3,43,629	2,85,382	3,16,432
Gums and Resins ... ... cwts.	40,503	37,063	37,715	7,57,480	6,46,123	6,62,297
Ivory, unmanufactured ... ... lbs.	68,216	76,687	92,511	3,82,281	3,67,501	5,30,088
Provisions ... ... value.	.....	.....	.....	18,83,209	16,72,796	16,28,735
Silk, Raw ... ... lbs.	75,764	79,599	77,152	1,63,696	1,26,917	1,84,021
„ Piece-Goods (including Silk mixed with other materials) ... ... yards.	795,719	511,109	588,371	5,65,865	3,67,108	4,38,753
Sugar, refined ... ... cwts.	70,077	79,476	93,404	6,37,812	7,71,133	9,29,471
Tea ... ... lbs.	730,656	1,031,224	496,966	4,62,407	6,63,818	3,57,925
Wool, Raw ... ... „	201,712	39,760	836,948	89,650	19,860	3,55,663
Woollen Piece-Goods ... ... yards.	303,055	157,082	195,124	3,22,199	1,82,800	2,32,314
„ Shawls, &c. ... ... value.	.....	.....	.....	98,168	71,662	80,541
All other articles ... ... „	.....	.....	.....	99,05,025	88,91,072	91,99,487
Total value Rs. ...	.....	.....	.....	2,87,35,961	2,36,76,599	2,49,13,215
Grand Total Rs. ...	.....	.....	.....	52,30,42,664	37,88,78,602	47,17,57,027

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which tries at Ports in British India in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1899-1900 ...	1,374	245,511	1,927	3,167,880	3,301	3,413,391	539	126,851
1900-1901 ...	1,264	167,661	1,792	2,996,434	3,056	3,164,095	565	67,001
1901-1902 ...	1,391	160,444	1,928	3,618,048	3,319	3,778,492	573	59,354
1902-1903 ...	1,287	151,935	2,005	3,900,552	3,292	4,052,487	581	63,371
1903-1904 ...	1,240	128,366	2,159	4,444,205	3,399	4,572,571	681	89,757
1904-1905 ...	1,152	119,011	2,245	4,690,282	3,397	4,809,293	603	66,544
1905-1906 ...	1,211	123,965	1,980	4,432,223	3,191	4,556,188	557	37,075
1906-1907 ...	1,150	118,109	2,160	5,095,397	3,310	5,213,506	631	39,634
1907-1908 ...	1,128	103,429	2,255	5,431,545	3,383	5,534,974	631	34,900
1908-1909 ..	1,124	94,353	2,236	5,477,186	3,360	5,571,539	312	24,403

CLEAR

1899-1900 ...	1,652	350,143	2,168	3,674,339	3,820	4,024,482	148	34,532
1900-1901 ...	1,607	209,831	2,155	3,698,238	3,762	3,908,069	148	19,107
1901-1902 ...	1,572	176,717	2,273	4,394,511	3,845	4,571,228	160	17,253
1902-1903 ...	1,614	191,464	2,541	5,116,048	4,155	5,307,502	240	17,972
1903-1904 ...	1,496	203,101	2,739	5,894,553	4,235	6,097,654	293	14,820
1904-1905 ..	1,449	159,781	2,990	6,522,671	4,439	6,682,402	203	7,703
1905-1906 ..	1,372	152,705	2,626	5,864,344	3,998	6,017,049	423	14,313
1906-1907 ...	1,247	133,830	2,748	6,453,808	3,995	6,587,638	357	14,446
1907-1908 ...	1,441	133,376	2,810	6,719,756	4,251	6,853,132	184	10,246
1908-1909 ...	1,134	102,365	2,447	5,920,231	3,581	6,022,596	159	8,866

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Coun-
Official Year from 1899-1900 *to* 1908-09.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam vessels.	Tons.
555	930,106	1,094	1,056,957	1,913	372,362	2,482	4,097,986	4,395	4,470,348
611	994,146	1,176	1,661,147	1,829	234,662	2,403	3,990,580	4,232	4,225,242
603	1,117,693	1,176	1,177,047	1,964	219,798	2,531	4,735,741	4,495	4,955,539
688	1,365,783	1,269	1,429,154	1,868	215,306	2,698	5,266,335	4,561	5,481,641
783	1,667,721	1,464	1,757,478	1,921	218,128	2,942	6,111,926	4,863	6,330,049
986	2,155,118	1,594	2,221,662	1,760	185,555	3,231	6,845,400	4,991	7,030,955
877	1,743,786	1,434	1,780,861	1,768	161,040	2,857	6,176,009	4,625	6,337,049
826	1,666,848	1,457	1,706,477	1,781	157,743	2,986	6,762,240	4,767	6,919,983
711	1,549,205	1,342	1,584,105	1,759	138,329	2,966	6,980,750	4,725	7,119,079
410	870,640	722	895,043	1,436	118,756	2,646	6,347,826	4,082	6,466,582

ED.

165	98,421	318	132,656	1,800	334,378	2,838	3,772,760	4,133	4,157,138
160	117,012	308	136,119	1,755	228,938	2,815	3,815,250	4,070	4,044,188
113	81,297	278	98,550	1,732	193,970	2,586	4,475,808	4,118	4,669,778
133	119,445	373	137,417	1,854	209,126	2,674	5,235,493	4,528	5,444,919
139	116,737	432	131,557	1,789	217,921	2,878	6,011,290	4,667	6,229,211
165	160,376	868	167,979	1,652	167,434	3,155	6,682,947	4,807	6,850,381
228	229,910	646	244,223	1,795	167,018	2,849	6,094,254	4,644	6,261,272
210	253,869	567	267,815	1,604	148,276	2,958	6,707,177	4,562	6,855,453
152	256,723	336	266,969	1,625	143,622	2,962	6,976,479	4,587	7,120,101
179	412,779	338	421,645	1,293	111,231	2,626	6,333,010	3,919	6,444,241

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1899-1900 ...	234	29,928	542	1,160,838	776	1,190,766	7	1,292
1900-1901 ...	255	28,884	510	1,073,868	765	1,102,752	9	1,622
1901-1902 ...	294	32,830	548	1,207,670	842	1,240,500	8	1,770
1902-1903 ...	256	27,890	564	1,256,909	820	1,284,799	4	479
1903-1904 ...	235	24,784	582	1,350,950	817	1,375,734	7	2,591
1904-1905 ...	199	22,195	591	1,438,036	790	1,460,231	4	2,146
1905-1906 ...	159	20,173	582	1,478,734	781	1,498,907	2	216
1906-1907 ...	227	24,917	608	1,608,388	835	1,633,305	1	134
1907-1908 ..	202	21,832	602	1,641,203	804	1,663,035	2	261
1908-1909 ...	215	24,238	628	1,713,946	843	1,738,184	1	114

CLEAR

1899-1900 ...	251	29,176	423	949,286	674	978,462	1	55
1900-1901 ...	283	31,230	368	816,885	651	848,115	4	305
1901-1902 ...	252	28,719	437	1,027,714	689	1,056,433	2	213
1902-1903 ...	234	25,285	492	1,182,973	726	1,208,258	...	.....
1903-1904 ...	233	24,392	557	1,364,177	790	1,388,569	...	.....
1904-1905 ...	224	23,883	558	1,380,400	782	1,404,283	2	294
1905-1906 ...	193	21,035	550	1,378,434	743	1,399,469	...	.....
1906-1907 ...	165	17,641	523	1,372,450	688	1,390,091	...	.....
1907-1908 ...	138	14,527	511	1,412,343	649	1,426,870	1	135
1908-1909 ..	139	16,006	455	1,283,883	594	1,299,389	...	.....

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1899-1900 *to* 1908-09.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
35	77,135	42	78,427	241	31,220	577	1,237,973	818	1,269,193
30	56,872	89	58,494	264	30,506	540	1,130,740	804	1,161,246
69	147,823	72	149,593	297	34,600	617	1,355,493	914	1,390,093
75	174,864	79	175,343	260	28,369	639	1,431,773	899	1,460,142
99	231,900	106	234,491	242	27,375	681	1,582,850	923	1,610,225
93	204,494	97	206,640	208	24,341	684	1,642,530	887	1,666,871
72	168,180	74	168,346	201	20,389	654	1,641,864	855	1,662,253
68	154,286	69	154,420	228	25,051	676	1,762,674	904	1,787,725
60	139,741	62	140,002	204	22,093	662	1,780,944	866	1,803,037
29	50,672	30	50,786	216	24,352	657	1,764,618	873	1,788,970

ED.

15	27,864	16	27,859	252	29,231	438	977,090	690	1,006,321
14	26,812	18	27,117	287	31,535	382	843,697	669	875,282
8	13,912	10	14,125	254	28,932	445	1,041,626	699	1,070,558
18	29,320	18	29,320	284	25,285	510	1,212,293	744	1,237,578
17	25,109	17	25,109	233	24,392	574	1,389,286	807	1,413,678
11	23,510	13	23,804	226	24,177	569	1,403,910	795	1,428,087
34	61,672	34	61,672	198	21,035	584	1,440,106	777	1,461,141
34	68,963	34	68,693	165	17,641	557	1,441,418	722	1,459,054
39	93,446	40	93,581	139	14,662	550	1,505,789	689	1,520,451
49	113,149	49	113,149	139	16,006	504	1,396,532	643	1,412,538

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTHS.	With Cargoes.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	52	142,398	...	...	37	2,724
February	50	136,924	...	...	24	2,508
March...	22	198,584	...	...	27	2 318
April	58	160,502	...	...	18	2,233
May	55	147,340	...	...	14	991
June	44	114,143	...	...	...	...
July	53	146,096	...	...	...	...
August	47	127,546	...	...	...	...
September	43	120,871	...	...	3	389
October	51	136,663	...	...	35	3,655
November	58	151,672	...	...	24	3,273
December	58	141,750	...	...	52	3,924
Total ...	591	1,724,489	...	...	234	22,025

CLEAR

January	42	122,743	...	...	11	981
February	41	112,051	...	...	34	3,750
March	50	129,984	...	...	29	3,355
April	43	139,960	...	...	16	1,981
May	46	128,637	...	...	5	702
June	26	78,248	...	...	...	...
July	40	109,365	...	...	...	...
August	28	89,876	1	124	...	...
September	36	88,848	...	...	2	245
October	35	99,500	...	...	10	942
November	46	122,902	...	...	8	813
December	58	157,852	...	...	17	1,726
Total ...	491	1,869,966	1	124	132	14,495

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1909.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
7	11,135	...	...	5	616	89	145,122	12	11,751
3	6,633	...	...	2	316	74	139,432	5	6,949
4	6,085	...	...	...	...	49	200,902	4	6,085
2	3,409	...	...	...	...	76	163,735	2	3,409
4	8,633	...	...	...	...	69	148,331	4	8,633
3	8,156	...	...	...	...	44	114,143	3	8,156
3	6,470	...	...	...	...	53	146,096	3	6,470
2	3,157	...	...	...	...	47	127,546	2	3,157
3	7,992	...	...	...	...	46	121,360	3	7,992
2	4,860	...	...	...	...	86	140,328	2	4,860
20	50,677	...	...	1	55	82	154,945	21	50,732
18	43,332	...	...	4	423	110	145,674	22	43,745
71	160,529	...	...	12	1,410	825	1,746,514	83	161,939

ED.

4	5,875	...	...	...	...	53	123,724	4	5,875
4	7,942	...	...	...	...	75	115,801	4	7,942
4	10,027	...	...	...	...	79	133,339	4	10,027
3	6,840	...	...	...	...	59	131,941	3	6,840
3	7,807	...	...	...	...	51	129,339	3	7,807
4	10,766	...	...	...	...	26	78,248	4	10,766
7	23,083	...	...	...	...	40	109,365	7	23,083
2	3,740	...	...	...	...	29	90,000	2	3,740
5	14,723	...	...	...	...	38	89,095	5	14,723
2	5,788	...	...	...	...	45	100,442	2	5,788
9	20,517	...	...	...	...	54	133,715	9	20,517
1	2,579	...	...	...	...	75	159,578	1	2,579
48	119,687	...	...	...	...	624	1,384,585	48	119,687

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	231,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,088	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,159	409,059
1894	338,703	10,748	349,146	105,863	455,309	10,388	465,697
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,125	553,936
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,929
1901	536,195	.....	536,195	99,599	635,794	6,876	642,670
1902	555,187	.....	555,187	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,097	751,570
1906	596,926	500	597,426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	20,018	622,732
1908	441,899	.....	441,899	144,312	586,211	19,098	605,309
1909	510,746	.....	510,746	120,406	631,152	18,491	649,643

* Compiled from returns received from the Railway Companies.

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece-Goods and Yarns since 1883.

Years Ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods:			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1883.....	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,513,128
1884.....	45,432	70.533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,859,029	197,827	76,755,931
1885.....	43,872	71,181,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886.....	42 888	68.171,065	15.853,991	2,219	5,258,994	45,107	73 430,059	16,958,443	272,300	106,924,856
1887.....	49,399	79,400.234	18,501,235	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,668
1888.....	57,474	88,797,223	21,500,740	3,074	5,636,166	60,248	94,43 i 389	21,809,097	343,030	134,821 588
1889.....	50,470	78,140 482	18.176,366	2.599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890.....	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,178
1891.....	58,980	88,523,452	20.957,195	2.679	5,540,121	61,659	94,063,873	21,723,758	465 399	181,645,149
1892.....	67,305	99.754.263	23,083,693	3,210	6,837,067	70,515	106,591,330	24,6 6,935	487,773	190 705,398
1893.....	66,389	97.366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,783	412,584	159,960,286
1894.....	82,151	118,960.211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895.....	92,358	128,163,625	31,723,691	5,726	8,809.449	98,079	137,273,074	32,529,164	496,421	192,602.163
1896.....	87,364	122.974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229.346,959
1897.....	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27.387,183	461.260	181,184,351
1898.....	69,026	99,26 ,7 6	24,768,678	6,177	9,072,326	75,203	108,341,082	27,085,258	558,681	218,724 607
1899.....	84.238	122,807,108	29,819,677	8,513	12,842.588	92,751	135.649.646	33,912,411	681,039	269.559,281
1900.....	74,415	116,955,481	28,168.912	9,516	15,602,237	83,931	132,557,718	33,139,429	846,503	136,571,588
1901	84,525	136,300,064	33,585,159	12.623	19,963,669	97,148	156,263,733	39,065.933	642,032	254,317,562
1902.....	89,216	141,252,169	34,907,248	15,914	24,606,384	1,05,160	165,858,553	41,464,638	674,450	266,6 8,930
1903.....	86,838	143,054,079	34,798,444	20,340	32,436,521	1,07,178	175,490.600	43,872,650	725,838	286.920 007
1904.....	103,730	171,027,232	42,741,062	24,328	37,864,072	1,28,058	208,891,304	52,222,851	580,847	229,480,205
1905.....	113,174	189,298,879	49.406,422	24,847	41,285,870	1,38,321	230,584,749	57,646,187	750,689	297,389,194
1906.....	107,675	186.018,548	48,719,679	24,545	42,635,922	1,32,220	228,654.270	57,168,567	703,006	278,821,792
1907.....	123 967	222,806,983	60.617,174	31,486	51.605,289	1,55.453	273,912.252	68,478,063	603,980	241,085,788
1908.....	124,300	215,698,687	60,862,003	30,997	50,792,342	1,51,297	266,491,029	66.622,757	598,621	284,484,640
1909.....	141,920	252,992,500	70,093 189	39,326	66,751.717	1,81,246	319,744,217	79,936,054	686,329	252,460,745

* *N.B.*—The weights have been arrived at by dividing the length in yards, by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1909 by 4·00 lbs.

Exports of Bombay Manufactured Piece-Goods & Yarns from Bombay Port only.

1908-1909.

From Official Returns.] [*Year ending 31st March* 1909.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of [0000's omitted.]		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. [000's omitted.]		Percentage of		Total Value in Lakhs of Rupees. [000's omitted.]	Per-centage.
				Goods.	Yarns.	Millions of lbs. [0000's omitted].	Per-centage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	55·57	*13·89	225·24	15·89	84·77	239·13	67·72	†90·00	927·17	16·08	84·89	‡1,017·17	61·58
Indian Ports	215·60	*53·90	30·11	61·66	11·34	84·01	23·79	(a) 358·68	128·40	64·09	11·76	(b) 487·08	29·49
Interior by Rail	*78·53	19·63	10·32	22·45	3·89	29·96	8·49	110·98	36·64	19·83	3·35	147·62	8·93
Total Indian ...	294·13	73·53	40·44	84·11	15·23	113·97	32·28	469·66	165·04	83·92	15·11	634·70	38·42
Grand Total ...	349·70	87·42	265·68	100·00	100·00	353·10	100·00	559·66	1,092·21	100·00	100·00	1,651·87	100·00

* Assuming 4 yards to be the equivalent of 1 lb. and *vice versa*
† Piece-Goods only ; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.), 94·21 lakhs ; or
‡ Inclusive of Yarns 1,021·38 lakhs of Rupees.
(a) Piece-Goods only ; value including all other sorts (Handkerchiefs, Shawls, &c., &c.), 367·09 lakhs ; or
(b) Inclusive of Yarns 495·50 lakhs of Rupees.

Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.

1907-1908.

From Official Returns.] [*Year ending 31st March* 1908.

EXPORTED TO	LENGTH AND WEIGHT.							VALUE.					
	Piece-Goods. Millions of (0000's omitted.)		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees. (000's omitted.)		Percentage of		Total Value in Lakhs of Rupees (000's omitted.)	Per-centage.
				Goods.	Yarn.	Millions of lbs. [0000's omitted.]	Per-centage.			Goods.	Yarns.		
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	51·73	*12·98	207·80	15·45	84·50	220·78	66·96	†387·48	865·07	16·20	88·54	‡952·50	60·46
Indian Ports	244·91	*61·23	29·37	78·12	11·93	90·60	27·48	(*a*)896·94	131·45	73·53	12·69	(*b*)528·39	33·54
Interior by Rail	* 38·28	9·57	8·76	11·43	5·57	18·33	5·56	55·45	39·00	10·27	3·77	94·45	6·00
Total Indian ...	283·19	70·80	38·13	84·55	15·50	108·93	33·04	452·39	170·45	83·80	16·46	622·84	39·54
Grand Total ...	334·92	83·78	245·93	100·00	100·00	329·66	100·00	539·82	1,035·52	100·00	100·00	1,575·34	100·00

* Assuming 4 yards to be the equivalent of 1 lb., and *vice versa*.
† Piece-Goods only; value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 92·10 lakhs; or
‡ Inclusive of Yarns 9,57·17 lakhs of Rupees.
(*a*) Piece-Goods only; value including all other sorts (Hankerchiefs, Hosiery, &c., &c.) 405·89 lakhs; or
(*b*) Inclusive of yarns 536·83 lakhs of Rupees.

Foreign Countries to which Grey Cotton Piece-Goods of Bombay Manufacture have been exported since 1902-1903.

From Government Returns.] [*Years ending 31st March.*

Description.	To	In Millions of yards (0000's omitted).						
		1909-1909.	1907-1908.	1906-1907.	1905-06.	1904-05.	1903-04.	1902-03.
T. Cloths	Mozambique	2·94	2·10	1·68	1·26	1·81	1·20	2·42
	Zanzibar	3·95	3·51	4·24	3·42	4·45	4·19	4·13
	Aden	2·22	2·20	1·02	·57	·87	·71	·48
	China—Hongkong	·21	·04	·03	1·37	·31	06	.....
	Do, Treaty Ports*	3·26	25	·43	5·38	3·51	·07	·18
	Mekran and Sonmiani	·11	·13	·13	·10	·03	·09	·10
	Abyssinia (Italian East Africa) ...	·74	·54	·64	·80	1·76	1 01	·87
	Other Countries	8·93	6·71	5·75	4·62	4·01	2·04	1·74
	Total ...	22·36	15·48	13·95	17·52	16·75	9·37	9·87
Sheetings	Mozambique	.....	.....	·05	·02	·03	.....	·05
	Zanzibar	·02	·08	·24	·46	·17	·14	·06
	Aden	.....	·03	·04	·02	·42	·32	·08
	Arabia...	.....	.....	·01	.....	·02	·03	·02
	China—Treaty Ports*	.....	.....	.....	·69	·34	.....	.....
	Other Countries	·07	·02	0·9	·34	·13	.....	·41
	Total ...	·09	·13	·43	1·53	1·11	·49	·62
Domestics	Aden	2·23	3·34	3·46	2·83	2·17	3·28	2·95
	Arabia	.....	·02	·11	·08	·17	·15	·02
	Other Countries	·60	·54	·72	·73	·49	·49	·27
	Total ...	2·83	3·90	4·29	3·64	2·83	3·92	3·24

Drills and Jeans ...	Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Aden	.....	.03	.....	.....	.01	.01	.....	.01	.02
	Other Countries	.13	.07	.05	1.19	.34	.....	.....	.01	.01
	Total ...	.13	.10	.05	1.19	.35	.01	.02		
Long Cloths	Abyssinia (Italian East Africa) ...	.76	.45	.59	1.22	3.00	1.47	1.27		
	Mozabimque	.85	1.05	2.41	3.05	1.90	4.76	6.40		
	Zanzibar	.21	1.02	1.50	2.61	1.78	1.45	1.40		
	Aden	2.32	1.56	2.79	3.06	2.81	4.59	2.54		
	China – Treaty Ports*	.....	.....	.....	.12	.....	.....	.21		
	Arabia	.12	.21	.35	.11	.36	.29	.09		
	Persia	.26	.23	.27	.25	.23	.14	.09		
	Straits	.....	.....	.....	.02	.15	.13	.05		
	Turkey-in-Asia	1.73	2.01	1.42	1.29	1.98	1.57	.96		
	Egypt	1.05	.77	1.26	.97	.54	.59	.93		
	Other Countries	.52	.43	.55	.36	.37	.09	.08		
	Total ...	7.82	7.73	11.13	13.06	13.12	15.08	13.97		
Chudders	Aden	.81	.55	1.23	1.09	.52	.52	.36		
	Zanzibar	2.72	3.46	3.53	2.71	3.04	2.66	2.51		
	Other Countries	1.74	1.52	1.42	1.77	1.80	2.72	2.36		
	Total ...	5.27	5.53	6.23	5.57	4.86	5.90	5.23		
Dhooties	Aden	.13	.11	.19	.33	.20	.14	.14		
	Other Countries	.39	.25	.59	.77	.58	.35	.22		
	Total ...	.52	.36	.78	1.10	.78	.49	.36		
Other Sorts	Total ...	3.85	4.89	3.76	6.96	6.45	5.10	2.40		
	Grand Total ...	42.87	38.12	40.62	50.57	46.20	40.86	35.71		

* Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece-Goods of Bombay Manufacture exported to Foreign Ports since 1902-1903.

From Government Returns. [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted).						
	1908-09.	1907-08.	1906-07.	1905-06.	1904-05.	1903-04.	1902-03
T. Cloths	22·36	15·48	13·95	17·52	16·75	9·37	9·87
Sheetings	·09	·13	·43	1·53	1·11	·49	·62
Domestics	2·83	3·90	4·29	3·64	2·83	3·92	3·24
Drills and Jeans ...	·13	·10	·05	1·19	·35	·01	·02
Long Cloths ...	7·82	7·73	11·13	13·06	13·12	15·08	13·97
Chudders	5·27	5·53	6·23	5·57	4·86	5·90	5·23
Dhooties	·52	·36	·78	1·10	·73	·49	·36
Other Sorts	3·85	4·89	3·76	6·96	6·45	5·10	2·40
Total Millions of Yards ...	42·87	38·12	40·62	50·57	46·20	40·36	35·71
Total Lakhs of Rupees ...	62·23	57·71	58·74	69·92	60·27	51·09	44·02

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1901-1902.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (0000's omitted).							
	1908-1909.	1907-08.	1906-07.	1905-06.	1904-05.	1903-1904.	1902-1903.	1901-1902.
Mule No. 15s and under	120·17	111·10	118·55	139·18	118·35	114·16	94·47	116·14
„ „ 16s to 24s	102·53	92·98	112·37	135·98	111·44	119·87	132·10	129·05
„ „ 25s to 32s	·84	1·54	·92	·43	1·07	·59	·38	·29
„ „ 33s to 50s	·89	·44	·41	·80	·52	·29	·13	·04
Total ...	223·93	206·06	232·25	275·84	231·38	234·91	227·03	245·52
Water No. 20s and under	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 21s to 30s	.....	.....	.....	.....	.....	.....	.....	.....
„ „ 31s to 40s	.....	.....	.....	.....	.....	.....	.....	.....
Total ...	.....	.....	.....	.....	.....	.....	.....	.....
Colored Yarns ... Total ...	1·31	1·73	1·57	1·98	1·69	1·28	1·41	1·06
Total Yarns ...	225·24	207·79	233·82	277·82	233·07	236·19	228·44	246·58

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1901-1902.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.						
		1908-1909.	1907-1908.	1906-1907.	1905-1906.	1904-1905.	1903-1904.	1902-1903.	1901-1902.
Mule No. 15s and under	Aden	·95	·99	·91	·67	·69	·72	1·12	·76
	U. K. & Continent	8·59	16·26	·82	·07	·45	·22	·80	.....
	China, Hongkong	39·78	30·59	40·07	66·71	43·62	51·49	40·74	43·70
	China, Treaty Ports*	68·78	56·45	71·75	68·93	69·81	58·05	49·01	76·19
	Other Countries	7·07	6·81	5·00	2·75	3·78	3·68	2·80	1·49
	Total	120·17	111·10	118·55	139·13	118·35	114·16	94·47	116·14
16s to 24s	Aden	·48	·55	·56	·49	·78	·63	·60	·67
	U. K. & Continent	·60	9·86	·11	·01	·09	·09	·08	.. ...
	China, Hongkong	47·14	33·07	38·96	61·38	43·83	54·65	56·47	58·17
	China, Treaty Ports*	41·79	36·38	65·36	66·33	58·19	57·13	67·37	68·87
	Straits	3·49	3·79	3·43	4·35	4·28	3·03	4·30	3·15
	Other Countries	6·03	9·53	3·95	3·42	4·37	4·31	2·88	3·19
	Total	102·53	92·98	112·37	135·98	114·44	119·87	132·10	129·05
Above No. 24s	Total	1·23	1·98	1·33	·73	1·59	·88	·46	·33
	Total Mule	223·93	206·06	232·25	275·84	231·38	234·91	227·03	245·52
Water	„ Water	.....	.....	.....	.....	.....	.....	... ..	.....
Colored	„ Colored	1·31	1·73	1·57	1·98	1·69	1·28	1·41	1·06
	Grand Total	225·24	207·79	233·82	277·82	233·07	236·19	228·44	246·58
	Value in Lakhs of Rs.	927·16	865·07	999·06	1,164·55	924·56	829·97	787·89	841·54

* Almost entirely to Shanghai.

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years 1884 to 1909.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1884	1,231,057	54,584	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,081	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,462,881	489,976
1891	1,028,417	56,695	4,775,505	1,462,858	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	568,058
1894	797,070	54,678	5,389,911	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	889,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	560,282	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,125	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,764,701	2,586,544	1,704,817	38,619	728,065
1902	577,999	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,604,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886
1905	667,328	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,488	1,578,931	485,747	779,584
1907	1,126,376	54,890	2,333,472	2,026,544	2,285,206	552,660	848,293
1908	659,822	47,814	1,046,806	802,923	1,018,619	12,740	1,304,388
1909	672,247	69,121	1,843,408	1,273,005	1,620,631	2,177,644	828,110

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 16th March 1910.)

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be elected to Membership by ballot in the following manner:—

(*a*) The names of candidates with their proposers and seconders must be submitted to the Committee, who will fix the dates for the ballot.

(*b*) At least seven days' notice shall be given to all the members stating dates for voting, and the names of candidates with their proposers and seconders. Votes shall be received during the said seven days from 10-30 a.m. to 4 p.m.

On the seventh day the ballot-box shall be opened at 4 p. m. by a scrutineer (previously appointed by the Committee) and the Secretary, who will jointly declare the result of the voting.

(*c*) At least one-fourth of the Members of the Chamber must register their votes to make the ballot valid.

(*d*) In all voting for election to Membership the presence in the ballot of black balls in the proportion of one in six shall exclude.

III. One-fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together, but if within 15 minutes from the time appointed for the meeting the quorum is not present the meeting shall be adjourned to such time on the following day or on such other day as the members present may determine. If at such adjourned meeting the quorum is not present those members who are present shall be the quorum and may transact the business for which the meeting was called—one partner representing a firm ; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 200 per annum.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representatives of the Chamber in the Legislative Councils of the Governor-General of India and the Governor of Bombay not being Members of the Committee at the time of their election they shall also be ex-officio Members of the Committee during their term of office. The Chairman or Deputy Chairman, as the case may be, shall be ex-officio Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman, of whom the two latter officers shall be elected by ballot. The elected representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay shall also be ex-officio Members of the Committee during their term of office.

2. At or about the end of each calendar year, but in no case later than the 31st of January of the succeeding year, separate ballots for the election of a Chairman and of a Deputy Chairman for that succeeding year shall be held on such different days as the outgoing Committee shall appoint. The election of the Chairman shall take place first. The new Committee shall take office on the first day succeeding the holding of the Annual General Meeting as provided under Rule X, and they shall continue to act until the holding of the next Annual General Meeting following.

3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.

4. Two Members of one Firm should not be on the Committee at the same time.

5. The retiring Committee shall appoint a day for the election of Chairman and a day for the election of Deputy Chairman (which shall be duly advertised), upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (appointed by the Committee), and the Secretary, who will jointly declare the result of the voting.

6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, as Chairman or Deputy Chairman, seven

days before the date fixed for each election. The ballot-box shall be open from 10-30 a.m. till 4 p.m. on each of these seven days.

7. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.

8. No Member of the Chamber shall give more than one vote for a candidate.

9. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the list for the Chairmanship or Deputy Chairmanship refusing to act, or both refusing to act, there shall be a fresh election for either or both offices.

10. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

11. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

12. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship, which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

13. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall, as a rule, meet at least once in each week, but when there is no business of importance to transact, or when a public holiday falls on the day on which the ordinary Weekly Meeting would in natural course take place, the Chairman may, in the absence of any objection by a Member or Members of Committee, postpone the Meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be open to the inspection of all Members, subject to such regulations as the Committee may make in this behalf.

X. A General Meeting of the Members shall be held at least once in every year for the consideration of the Annual Report of the outgoing Committee as provided under Rule XVII. Such General Meeting shall be called the Annual General Meeting, and it shall be held on the earliest convenient day after the election of the new Chairman and Deputy Chairman as provided under Rule VII (2), provided that such day shall in no case be later than the 31st March and that at least three clear days' notice be given to Members by circular or by advertisement in one or more of the English newspapers published in Bombay. The Chairman, or in the absence of the Chairman, then the Deputy Chairman, or in the absence of both these officers, then the Secretary, shall, at the request of the Committee, or within one week of the receipt of a requisition signed by ten or more Members of the Chamber, convene a Special General Meeting of the Chamber for the purpose of considering any specific matter relating to the objects or conduct of the Chamber or Committee. Notice of such Special General Meeting and of the specific matter to be considered shall be given to members by circular or by advertisement in one or more of the English newspapers published in Bombay. Except in cases of urgency, declared as such by the Committee, at least seven clear days' notice shall be given of a Special General Meeting and of the matter to be considered. At the Annual General Meeting or at any Special General Meeting so convened twenty Members entitled to vote shall be a quorum, and any matter, saving only an alteration of or an addition to the Rules and Regulations of the Chamber, may be decided by a bare majority of such a quorum.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of

the establishment, including any requisite legal expenses, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman or in his absence by the Deputy Chairman for the time being, and by one other Member of the Committee. In the absence of both the Chairman and the Deputy Chairman cheques shall be signed by two Members of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. The appointment of a Secretary and the fixing of his salary shall be made and done by the Committee, and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of members.

XVI. Honorary Members.—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. The Committee shall at each Annual General Meeting submit a Report of the transactions of the last calendar year, together with an Audited Statement of Accounts made up to the end of such year, and copies of such Report and such Statement of Accounts shall be circulated to all Members at least seven clear days before the holding of such Annual General Meeting. Copies of the Report may be sent to such of the Chambers of Commerce at home and abroad, and to such other bodies, authorities, and individuals as may be designated by the Committee for the time being.

XVIII. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber; they shall be printed, and copies shall be distributed to all Members, and no alteration of or addition to these Rules shall be made, save and except by a majority of three-fourths of the

Members of the Chamber present at a General Meeting convened by a Notice issued at least seven clear days before the holding of such meeting, and on which the terms of the proposed alterations or additions shall have been clearly set forth.

XIX. The Committee shall have power to authorize the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rupees Three Thousand for any purpose or purposes which they in their absolute discretion may deem to be fit and proper in the interests of the Chamber.

RULES FOR THE ELECTION OF PORT TRUSTEES.*

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the date fixed for the election and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p.m. by a Scrutineer (previously appointed by them) and the Secretary, who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

* These rules also apply to the election of the Chamber's representatives on the Council of the Governor-General of India, the Council of the Governor of Bombay and the Board of the City of Bombay Improvement Trust.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act, III of 1888, shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the date fixed for the election.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election, and the ballot-box shall remain open from 10-30 a. m. to 4 p. m. on each of these days.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day (which shall be duly advertised) upon which the ballot-box shall be opened at 4 p. m. by a Scrutineer (previously appointed by them) and the Secretary who will jointly declare the result of the voting.

4. The voting shall be by papers signed by the members, and deposited in the ballot-box on the days appointed by the Committee, as in manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The candidates who have the largest number of votes shall be declared duly elected.

6. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

7. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interests submitted :—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged :—

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with, the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful antecedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case, involving a larger fee than Rs. 30 from each party, the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association.

I.—Buyer and Seller to have the option of selecting either an European or a Native Surveyor, provided always that it is distinctly understood that the Surveyor so appointed by either party is not directly interested in the subject-matter of the arbitration. Any objections regarding the Surveyor being an interested party must be lodged before the arbitration is undertaken, and the Chamber's decision on this point will be final and binding on all concerned. Surveyors in question should be appointed at least three days before the date fixed for the Survey.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Jeithabhai Valjee.
„ Girdhardas Jeithabhai, J.P., of Messrs. Kalidas Dharamsey.
„ Hemraj Canji.
„ Purshotam Kuverji, of Messrs. Tricumdas Purshotam.
„ Vallji Sunderji.
„ Rowjibhai Naranji.
„ Javerchand Cullianji, of Messrs. Chunilal Shakerchand.
„ Madhowji Thackersey.
„ Lakhmidas Bhimjee, J.P., of Messrs. Bhimjee Rowjee, Sons & Co.
„ Chaturbhuj Shivjee.
Rao Saheb Purshotam Odhavji, J.P.
Mr. Jamsetji Framji Kharas.
„ Jivram Vassonji.
„ Valji Govind, of Messrs. Morarji Cullianji & Co.
„ Munmohundas Ramji, J.P.
„ Runchordas Herjivan, of Messrs. Damodar Haridas.
„ Runchordas Thakersey.
„ Davidas Madhowji, of Messrs. Madhowji Thackersey.
„ Vusonji Naranji, of Messrs. Matubhai Vasonji.
„ Jamsetji Edulji Khersetji, of Messrs. Edulji Khersetji.
„ Laljee Tricumji.
„ Narandas Haribhai, of Messrs. Hemraj Jaisang.
„ Haridas Hemraj, of Messrs. Hemraj Canji.
„ Naranji Nersey, of Messrs. Gordhandas Naranji.
„ Dhunjishaw Mancherji Kapadia, of Messrs. D. Chotalal.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. T. W. Birkett and Mr. H. P. Hebblethwaite, of Messrs. Killick, Nixon & Co.

„ C. H. Armstrong, of Messrs. Lyon & Co. (Bombay), Ld.

„ M. F. Reid, C.I.E., Mr. S. J. Gillum and Mr. R. H. Brooke, of the Bombay Company, Limited.

„ C. H. E. Zerffi and Mr. W. T. Tootill, of Messrs. C. Macdonald & Co.

„ A. H. Hammond and Mr. F. Ridehalgh, of Messrs. Shaw, Wallace & Co.

„ D. M. Inglis and Mr. G. M. Wilson, of Messrs. Finlay, Muir & Co.

„ A. Foulkes, of Messrs. Owen & Okell.

„ L. B. Ker and Mr. L. McIlwrick, of Messrs. Forbes, Forbes, Campbell & Co., Ld.

„ W. Kidson Glen and Mr. E. Hargreaves, of Messrs. Latham, Abercrombie & Co.

„ N. G. Hunt and Mr. H. B. Hanna, of Messrs. Greaves, Cotton & Co.

„ O. Schilizzi, Mr. A. A. Economo, Mr. E. D. Zalichi, Mr. Alec Pallis and Mr. Th. Zourous, of Messrs. Ralli Brothers.

„ H. Kreis, of Messrs. E. Spinner & Co.

„ F. W. Shaw and Mr. Edwin Yeo, of Messrs. Fleming, Shaw & Co.

„ R. D. England, of Messrs. W. & A. Graham & Co.

„ J. Fairclough, Mr. G. A. Plimmer and Mr. D. Moir, of Messrs. Ewart, Latham & Co.

„ R. Tilemann, of Messrs. Schroder, Smidt & Co.

„ H. Holmes, of Messrs. Gysi & Kleinjung.

Mr. Thos. Sharples, of Messrs. Steniers, Ld.

„ D. Van Wygaarden and Mr. J. Van Rykom, of the Holland-Bombay Trading Company, Ld.

„ S. H. Taylor, of Messrs. Allen Bros. & Co.

„ E. Pate, of Messrs. Holland and Moss, Ld.

„ H. Johnson, of Messrs. D. Sassoon & Co., Ld.

„ J. Liebel and Mr. Carl Gross, of Messrs. Bume and Reif.

„ Jules Gutmann, of Messrs. Gutmann & Co.

„ J. S. Johnston, of Messrs. J. Duxbury & Co., Ld.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying, subject to the provisions of the rule following.

VII.—It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire, whether chosen by the arbitrators or appointed by the Committee of the Chamber, is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

FOR THE

MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901.

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods:

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII:—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these Rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognised for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter, or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Packages shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorised to appoint and maintain such staff of Measurers and assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay

Issued by the Committee of the Bombay Chamber of Commerce on the 20th March 1901, in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats;
(*h*) the registered number of the boat;
(*i*) the name of the tindal;

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages, provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped ; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed ; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties ; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure ; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the Callipers on a package. A peon of the Chamber holding the Callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the Callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the Callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under Orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of Measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*) On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales...pies 3 per bale.

(*b*) On Round Timber or Logs, each ..... annas 8

(*c*) On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a* & *b*) in packages of diverse dimensions...anna 1 per package. Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 32 packages all of uniform dimensions.

(*d*) On goods of any description measured on board a vessel .... anna 1 per package.

(*e*) When the work of the Department admits of such an arrangement the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to (*b*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with calliper at thickest and thinnest portions.

Depth: Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary, supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than one Rupee.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shippers or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22, and should such remeasurement in the opinion of the Secretary show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured...	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	1/16
14.	On effecting remittances by Bills of Exchange	1/16
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	½
24.	On granting and cashing letters of credit	½
25.	On depositing Government paper as security for constituents ...	½
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	¼

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged	1
32.	On shipping treasure, bullion, and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realizing Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones, or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note applicable to Rates of Commission generally — When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which fixes the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY.
PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January 1877, from which date payment will be regulated in conformity with the following Resolution:—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable in such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY.
PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 25th January 1888:—"That the resolution passed by the Chamber on 31st October 1876 regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows:—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a mail shall be the rate applicable for Bills of Lading presented during the subsequent week; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1904 :—

"It is the opinion of the Chamber of Commerce that Pockets of cargo of any kind ought not to be of greater dimensions than 20"×28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.

2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.

3. That Oil be taken on the outside measurement of the cask.

4. That when Freight is payable on weight, the same is to be on the net weight delivered.

5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chambers,

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

AT the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

> That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. dead weight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883, together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jowari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts. ; Mussur in bags, 16 cwts. ; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts; Wheat, 16 cwts.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet.
Arrowroot, in cases	40 feet.	50 feet.
Assafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags...	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber) ..	11 cwt.	.....
*Do. B do. do.	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in bag of 45½×25 inches.

* At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901 :—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages; namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt.	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt.
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ...	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...
Oil Cake Powder	16 cwt.	...

* *At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows:—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description	10 cwt.	17 cwt.
Castor Seed, other sorts	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	...
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	13 cwt.	16 cwt.
Poppy Seed, single bags (1½ cwt.)	14 cwt.	17 cwt.
Do. double bags (1½ cwt.)	14 cwt.	17 cwt.
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	29 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. { 28 Indian maunds of 82⅔ lbs.	To the Ton. { 28 Indian maunds of 82⅔ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandal and Sapan Wood	11 cwt.	16 cwt.
Sealing Wax, in cases	40 feet.	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarinds	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedory	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

BOMBAY PORT TRUST.

SCALE OF RATES TO BE CHARGED AT THE WET DOCKS.

Framed and Sanctioned under Sections 43, 43A, and 43B "BOMBAY PORT TRUST ACT, 1879."

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 6 0	1 wharfage for every 2 days or part thereof.	1	Acids, *viz.*:—Carbolic, Citric, Gallic & Tannic	Case ...	0 5 0	0 5 0
0 8 0		2	Do. do. do. do. ...	Drum ..	0 2 0	0 2 0
0 8 0		3	All other Acids...	Case ...	0 9 0	0 9 0
0 6 0		4	Do. do.	Half-case ...	0 6 0	0 6 0
0 6 0		5	Do. do.	Drum ...	0 5 0	0 5 0
0 1 0		6	Aërated Waters	One dozen ...	0 1 3	0 1 3
1 0 0		6A	Alabaster	Ton ...	2 4 0	2 4 0
0 4 0		7	Ale, Beer, Porter and Cider in wood ...	Hogshead ...	0 7 0	0 7 0
0 0 6		8	Do do do. do. in bottles ...	One doz. qts. or 2 doz. pints.	0 1 6	0 1 6
0 2 0		9	Do. do.	Kilderkin ...	0 3 6	0 3 6
0 1 0		10	Do. do.	Firkin ...	0 2 0	0 2 0
0 12 0		11	Almonds in bags	Ton ...	1 12 0	1 12 0
Measurement		11A	Almonds in Casks	Package ...	Measurement.	
0 8 0		12	Alum	Ton ...	1 4 0	1 4 0
0 9 0		12A	Ammonia in Cylinders	Package ...	0 9 0	0 9 0
0 12 0		13	Anchors	Ton ...	1 12 0	1 12 0
		14	Do.	Coolie-load ...	0 2 0	0 2 0

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Rs. a. p.					Rs. a. p.	Rs. a. p.
Measurement		15	Apparel, not accompanying passengers ...	Case or package ...	Measurement.	
0 12 0		16	Arrowroot, country	Ton ...	2 4 0	2 4 0
Measurement		17	Do.	Case or package ...	Measurement.	
Do.		18	Arsenic	Package ...	Do.	
1 12 0		19	Asphalte...	Ton ...	1 12 0	1 12 0
0 12 0		20	Assafœtida, refined	Do. ...	4 0 0	4 0 0
0 2 0		21	Do. do. cases or packages with a minimum charge for a single case or package of one anna.	Cwt. ...	0 6 0	0 6 0
0 12 0	every 2 days or part thereof.	22	Do. coarse	Ton ...	2 0 0	2 0 0
		23	Attar—*see* Oils, perfumed.			
0 12 0		24	Ballast and Kentledge by cart	Do.	0 4 0	0 4 0
		25	Do. do. by lighters to or from Port Trust Bunders ...	.....	Free.	
0 2 0		25A	Bamboos, superior, for spear handles, &c. ...	Per bundle of 50	0 4 0	0 4 0
0 4 0		25B	Do. do.	Per bundle of 100 ...	0 8 0	0 8 0
0 4 0		25C	Do. do.	Per 100 loose ...	0 8 0	0 8 0
0 4 0		26	Bangles, foreign	Case ...	0 7 0	0 7 0
0 3 0		27	Bardans	Bundle or package ...	0 4 0	0 4 0
0 1 0		28	Baskets, cane	Dozen ...	0 1 6	0 1 6
0 0 6		28A	Bayonets	Each ...	0 2 0	0 2 0
0 2 0		29	Beads in cases	Case ...	0 7 0	0 7 0

8	4	0						
6	2	0						
0	2	6						
0	12	0						
1	0	0						
Measurement								
Do.								
0	12	0						
Measurement								
0	1	0						
Measurement								
1	8	0						
0	12	0						
Measurement								
Do.								
0	12	0						
Measurement								
0	3	0						
0	2	0						
Measurement								
0	12	0						
0	12	0						
Measurement								
0	0	6						
0	12	0						
0	2	0						
0	8	0						

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		61	Camphor	Ton ...	2 12 0	2 12 0
0 4 0		62	Camphorwood Drawers and Boxes	Each case ...	0 8 0	0 8 0
0 1 0		63	Candles	Cwt. ...	0 4 0	0 4 0
		64	Canes—*see* Rattans.			
0 4 0		65	Canvas	Bale ...	0 8 0	0 8 0
0 1 0		66	Do.	Bolt ...	0 2 6	0 2 6
0 4 0		67	Cardboards and Strawboards...	Case or bale	0 6 0	0 6 0
0 5 0		68	Carpets, woollen or foreign	Case or package ...	0 11 0	0 11 0
0 4 0		69	Do. cotton	Do. ...	0 6 0	0 6 0
0 1 0	every 3 days or part thereof.	70	Cardamoms	Cwt. ...	0 4 0	0 4 0
		71	Do. bastard—*see* Spices.			
8 0 0		72	Carriages, four-wheeled	Each ...	10 0 0	10 0 0
2 0 0		73	Carriages, two-wheeled	Do. ...	8 0 0	8 0 0
8 0 0			Do. to or from Indian Coast Ports, 4-wheeled.	Do. ...	4 0 0	4 0 0
2 0 0			Do. do. do. do. 2 do.	Do. ...	3 0 0	3 0 0
0 12 0		74	Cassaware	Ton ...	2 0 0	1 12 0
0 1 0		75	Casks and Hogsheads, empty	Each ...	0 2 6	0 2 6
0 0 9		76	Do. do. half and quarter ...	Do. ...	0 1 3	0 1 3
0 2 0		77	Butts, Pipes and Puncheons	Do. ...	0 3 6	0 3 6
0 12 0		78	Cement	Ton ...	1 2 0	1 2 0
0 12 0		79	Chalk	Do. ...	1 6 0	1 6 0

Measurement	⅓ wharfage for	80	Cheese, in cases	Case ...	Measurement.	
0 0 6		81	Do. loose*	Each ...	0 0 6	0 0 6
		82	Chemicals—*see* Drugs and Medicines			
0 12 0		83	Chillies, dried	Ton ...	1 2 0	1 2 0
0 12 0		84	China, copper cash	Do. ...	1 12 0	1 12 0
0 8 0		85	Do. white copperware	Case ...	0 8 0	0 8 0
0 3 0		86	Do. garden seats	Each ...	0 4 0	0 4 0
Measurement		87	Do. and Japanware	Case ...	Measurement.	
0 1 6		88	Do. ware in rolls, large	One dozen ...	0 4 6	0 4 6
0 1 6		89				
0 1 6		90	China Preserves, Chow-chow, &c.	Case of over ½ doz.	0 5 0	0 5 0
0 1 0		91	Do. do. do.	Case of ½ doz. & under	0 3 0	0 3 0
0 12 0		92	Do. Roots	Ton ...	2 0 0	2 0 0
Measurement		93	Cigars or Cheroots	Case ...	Measurement.	
0 12 0		94	Clay, China and Fire	Ton ...	2 0 0	2 0 0
0 3 0		95	Clocks	Case of under 8 c.ft.	0 8 0	0 8 0
0 6 0		96	Do.	Do. over 8 c.ft. ...	0 14 0	0 14 0
1 0 0		97	Clove, Stems	Ton ...	1 4 0	1 4 0
0 12 0		98	Coal, Coke, Cinders, Ashes, Patent Fuel, Dust and Rubbish	Do. ...	0 14 0	0 14 0
0 12 0		99	Coal and Coke in bags	Do. ...	0 10 0	0 10 0
0 4 0		100	Cocoanuts (with a minimum charge of 2 as. per bag)	Per 1,000 ...	0 8 0	0 8 0
0 2 0		101	Cochineal	Cwt. ...	0 3 3	0 3 3
0 12 0		102	Coffee	Ton ...	1 8 0	1 4 0
0 1 6		103	Coins, copper	Box or package ...	0 3 0	0 3 0
		104	Do. gold and silver—*see* Bullion.			
0 12 0		105	Coir, Fibre	Ton ...	1 2 0	1 9 0
0 4 0		106	Do. pressed	Bale ...	0 3 6	0 3 6
0 12 0		107	Do. Rope, Cable, Cordage and Yarn ...	Ton ...	1 2 0	1 4 0
0 12 0		108	Colomba-root	Do. ...	2 0 0	2 0 0
Measurement		109	Confectionery	Case ...	Measurement.	

* Such carriages will only be allowed to remain in the transit shed or in the open for 24 hours free of rent. The fee will be repeated for every 3 days they remain on the Dock premises beyond 24 hours.

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Rs. a. p.					Rs. a. p.	Rs. a. p.
0 12 0		110	Copper Sheets...	Ton ...	2 0 0	1 4 0
0 12 0		111	Do Cakes, Slabs or Tiles	Do. ...	1 12 0	1 8 0
0 12 0		112	Do. Ware and Wire	Do. ...	2 0 0	1 12 0
Measurement		113	Do. do. when no weight is given ...	Package ...	Measurement.	
0 12 0		114	Copperas, Sulphate of Iron and Sulphate of Copper	Ton ...	2 0 0	2 0 0
0 12 0		115	Copra	Do. ...	1 0 0	1 9 0
0 4 0		116	Coral	Box ...	0 13 0	0 13 0
Measurement.		117	Do. imitation	Case ...	Measurement.	
0 12 0	every 2 days or part thereof.	118	Cordage and Rope—Hemp, Europe and Manilla	Ton ...	2 4 0	2 4 0
0 12 0		119	Coriander seed	Do. ...	1 9 0	1 9 0
Measurement		120	Corks	Bale or Case ...	Measurement.	
		121	Cotton, Raw*—			
0 4 0		A	Indian pressed bales (3½ cwts. *plus* tare) or docras of 3 cwts. or under	Bale or Docra ...	0 2 0	0 2 0
0 5 0		B	American or other pressed bales of 4 cwts. or over	Bale ...	0 3 6	0 3 6
0 8 0		C	Egyptian or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or Docra ...	0 5 0	0 5 0
		122-123	*Cancelled.*			

0 12 0		124	Cowries...	Ton ...	1 8 0	1 8 0		
0 6 0		125	Crackers, China	Case of 1 picul of 133 lbs. ...	0 6 0	0 6 0		
0 6 0		126	Do. do.	Do. under 1 picul ...	0 4 0	0 4 0		
Measurement		127	Crockery, Queen's porcelain and earthenware.	Crate or hhd. ...	Measurement	0-4-0 for a case up to 12 c.ft. 0-6-0 do. 20c.ft and above 20 c. ft. under items Nos. 403 and 407.		
0 12 0		128	Cumin seed	Ton ...	2 12 0	2 12 0		
Measurement		129	Cutlery...	Case ...	Measurement.			
1 12 0		130	Dammer	Ton ...	2 1 0	2 1 0		
0 12 0		131	Dates, dry	Do. ...	1 0 0	1 0 0		
0 12 0		132	Do. wet	Do. ...	1 0 0	1 0 0		
0 3 0		133	Do. in pots	One doz. pots. ...	0 6 0	0 6 0		
0 12 0		134	Disinfecting Powder...	Ton ...	1 8 0	1 8 0		
Measurement		135	Drugs and Medicines, foreign, not enumerated.	Case ...	Measurement.			
1 0 0		136	Drugs, country	Ton ...	2 4 0	2 4 0		
0 4 0		137	Do. do.	Case ...	0 3 0	0 3 0		
0 12 0		138	Dyes, country and foreign in bulk ...	Ton ...	2 0 0	2 0 0		
0 3 0		139	Dyes, foreign	Case or package ...	Measurement.			
0 3 0		140	Dragon's blood	Do. ...	0 7 0	0 7 0		
		141	Earthenware, foreign—*see* Crockery					

* Cotton intended for export from Wet Docks which has already paid the Trustees' full wharfage fee on export from another Bunder is allowed to be landed at the Harbour side of the East Wharf or the Docks, and will be shipped at 2/3rds of the above rates. If cotton so landed is not removed from the East Wharf within 3 days from date of landing an extra fee of half wharfage rate as above will be charged, and will be repeated for every additional 3 days or part of 3 days.

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Rs. a. p.					Rs. a. p.	Rs. a. p.
1 0 0		142	Earthenware Piping, Retorts, &c., for Drainage	Ton ...	1 12 0	1 12 0
		143	Elephants' Tusks and Moyes' Teeth—*see* Ivory.			
0 4 0		144	Fans	Case ...	0 7 0	0 7 0
0 12 0		145	Fat, Grease, Lard and Tallow	Ton ...	2 0 0	2 0 0
0 4 0		146	Feathers...	Case or Package ...	0 7 0	0 7 0
Measurement		147	Felt	Bale ...	Measurement.	
1 0 0		148	Firewood	Ton ...	0 12 0	0 12 0
1 0 0		149	Fishmaws	Do. ...	2 2 0	2 2 0
0 4 0		150	Flax and Linen Piece-goods	Bale ...	0 7 0	0 7 0
0 12 0		151	Flour, except Cornflour and Farinaceous preparations in tins (*vide* items 271-3) ...	Ton ...	0 10 0	0 8 0
Measurement		152	Fruits, fresh, foreign	Case ...	0 2 0	0 2 0
		153	Do. do. do.	Barrel ...	0 2 6	0 2 6
0 12 0		154	Do. dried, not enumerated	Ton ...	2 0 0	2 0 0
0 2 0		155	Do. do. from Europe	Case ...	Measurement.	
Measurement		156	Do. fresh, from Zanzibar and Muscat ...	Basket ...	0 2 0	0 2 0
Do.		157	Furniture	Case ...	Measurement.	
0 1 0		158	Chairs, loose	Each ...	0 1 6	0 1 6
		159	Gallnuts—*see* Myrabolams.			
1 0 0	every 2 days or part thereof.	159A	Gallnuts, Persian	Ton ...	As Country Drug.	

1	0	0		160	Ghee		Do. ...	1	12	0	1	12	0
0	12	0		161	Ginger, dry		Do. ...	1	2	0	1	4	0
Measurement				162	Glassware		Hhd. or crate ...	Measurement.					
0	1	6		163	Glass, window		Box under 6 c. ft. ...	0	2	6	0	1	9
Measurement				163A	Do.		„ over 6 c. ft. ...	Measurement.					
0	4	0		164	Do. broken		Box or package ...	0	6	0	0	6	0
0	4	0		165	Goats' hair, pressed		Bale ...	0	6	0	0	3	0
				166	Gold, Gold-leaf, &c.—*see* Bullion.								
0	2	0		167	Gold leaf, mock		Box or package ...	0	3	0	0	3	0
0	12	0		168	Grains, Wheat, Bajri, Jowari, Gram, Rice, Barley, &c.		Ton ...	0	9	0	0	8	0
0	12	0		169	Ground-nuts		Do. ...	0	13	0	0	13	0
0	12	0		170	Gums of sorts, Copal, Ammoniac, Arabic, Benjamin Bdellium		Ton. ...	2	4	0	2	0	0
0	6	0		171	Gunny pieces and bags		Bale of over 200 pieces ...	0	5	0	0	6	0
0	4	0		172	Do. do.		Half bale (above 50 & up to 200 pieces)	0	4	0	0	4	0
0	1	0		173	Do. do.		Bale of 50 pieces ...	0	2	0	0	2	0
Double the Magazine Rate.				174	Gunpowder		Package ...	Special.					
Do.				175	Guns, large—Cannons, Howitzers, &c.—*see* Military Stores.								
0	4	0		176	Guns, Small Arms, Sporting Guns, Rifles ...		Each ...	0	9	0	0	9	0
0	2	0		177	Do. do. Pistols, Revolvers, &c.		Do. ...	0	7	0	0	7	0
Measurement				178	Haberdashery, Millinery, Hosiery, &c. ...		Case ...	Measurement.					
Do.				179	Hams in cases		Do. ...	Do.					
0	1	0		180	Do. in canvas, loose		Do. ...	0	0	6	0	0	6
0	12	0		181	Hardware		Ton ...	2	4	0	1	12	0
Measurement				182	Do. when no weight is given		Case ...	Measurement.					
0	8	0		183	Harmonium and Organs if under 20 cubic ft.		Each ...	1	4	0	1	4	0
1	0	0		184	Do. do. if 20 c. ft. and under 30 c. ft.		Do. ...	1	13	0	1	13	0
1	8	0		185	Do. do. „ 30 c. ft. and „ 40 c. ft.		Do. ...	2	6	0	2	6	0
2	0	0		186	Do. do. „ 40 c. ft. and „ 50 c ft.		Do. ...	3	0	0	3	0	0
2	4	0		187	Do. do. „ 50 c. ft. and „ 60 c. ft.		Do. ...	5	0	0	5	0	0
2	8	0		188	Do. do. „ 60 c. ft. and „ 70 c. ft.		Do. ...	8	0	0	8	0	0

† wharfage for

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Rs a. p.					Rs. a p	Rs. a. p.
2 12 0		189	Harmo.& Organs if 70 c. ft. and under 80 c. ft.	Each ...	12 0 0	12 0 0
3 0 0		190	Do. do. „ 80 c. ft. and over ...	Do. ...	15 0 0	15 0 0
Measurement		191	Harness and Harness requisites	Case ...	Measure	ment.
		192	Hats and Caps—*see* Haberdashery.			
0 4 0		193	Hay and Straw, pressed	Bale ...	0 4 6	0 4 6
0 12 0		194	Hemp, loose, in bundles	Ton ...	1 13 6	1 13 0
0 4 0		195	Hemp, pressed	Bale ...	0 4 0	0 3 0
0 4 0		196	Hessians...	Do. ...	0 5 0	0 8 0
0 8 0		197	Hides, Buffalo, &c.	One hundred ...	1 0 0	1 0 0
0 12 0		198	Horns, of kinds	Ton ...	1 6 0	1 6 0
Special.		199	Ice	Do. ...	1 12 0	1 12 0
		200	Do. small quantities for use of ships in Docks		Free.	
		201	Incense—*see* Olibanum.			
Measurement		202	Indian Condiments	Case	Measure	ment.
0 12 0		203	Indigo	Ton ...	2 0 0	2 0 0
Measurement		204	Instruments, Drawing, Mathematical, Musical, &c., not enumerated	Case ...	Measure	ment.
0 6 0		205	Ink	Case or package ...	0 11 0	0 11 0
0 8 0		206	Do.	Cask ...	0 14 0	0 14 0
Measurement		207	Do.	Package of not more than 50 lbs. ...	0 2 0	0 2 0
0 12 0	every 2 days or part thereof.	208	Ironmongery	Ton ...	2 4 0	2 0 0

Measurement				209	Do. when no weight is given ...	Package ...	Measurement.			
				210	Iron and Steel—					
0	12	0	¼ wharfage for every 3 days or part thereof.		(i) Iron or Steel Bars, Hoops, Pig, Rods, Scrap, Sheets, Bands, Angle, T, and Old.	Ton ..	1	2	0	1 2 0
0	12	0			(ii) Steel, Fagot, Keg, Spring and Octagon.	Do. ...	1	8	0	1 8 0
0	12	0		211	Iron or Steel—other than the foregoing, including Girders, Castings, Pipes, &c., under 1½ tons weight, and galvanized iron Tubes and Pipes	Do. ...	1	10	0	1 10 0
				212	Iron or Steel—for weights above 1½ tons—*see* Rates for Machinery.					
0	2	0		213	Ivory, Elephants' Tusks, &c....	Cwt. ...	0	3	3	0 3 0
0	4	0		214	Ivoryware	Package ...	0	10	0	0 10 0
0	12	0		215	Jaggery	Ton ...	0	12	6	0 12 6
0	4	0		216	Jars, fancy, large, China and Japan... ...	Each ...	0	3	0	0 3 0
1	8	0		217	Do. common, large	One hundred ...	6	0	0	6 0 0
1	0	0		218	Do. do. small	Do. ...	4	0	0	4 0 0
1	0	0		219	Jewellery and Trinkets*	Box or package ...	1	8	0	1 8 0
0	4	0		220	Jewellery and Trinkets, imitation	Do. ...	0	8	0	0 8 0
0	4	0		221	Jute, pressed	Bale ...	0	5	0	0 3 0
0	8	0		222	Kerosene Oil	Case of 8 imp. gal. ...	0	1	3	0 1 3
0	12	0		223	Khootwood	Ton ...	2	0	0	2 0 0
1	0	0		224	Lac	Do. ...	2	8	0	2 8 0
0	2	0		225	Lac-dye	Package ...	0	7	0	0 7 0
0	4	0		226	Lace and Thread, Gold and Silver, or Kinkob	Do. ...	0	8	0	0 8 0
Measurement				227	Do. do. do. do. mock ...	Case or package ...	Measurement.			
0	12	0		228	Lead, Pig, Piping, Sheet and Rolls	Ton ...	1	8	0	1 8 0
0	12	0		229	Do. Black, White and Red...	Do. ...	2	4	0	2 4 0
0	12	0		229A	Lead, Red, Imitation (Red Earth or Ochre).	Do. ...	1	0	0	1 0 0
0	12	0		230	Lead Shot	Do. ...	2	4	0	2 4 0
Measurement				231	Leather, foreign	Case or package ...	Measurement.			
0	12	0		232	Liquorice root...	Ton ...	2	0	0	1 8 0

* Packages containing single articles of Jewellery and Trinkets shall be charged for under Item 398.

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Rs. a. p.		233	Live Stock :—		Rs. a. p.	Rs. a. p.
Special.		233 1	Bullocks	Each ...	1 0 0	1 0 0
		A	Cows and Buffaloes...	Do. ...	1 12 0	1 12 0
		B	Calves and Pigs	Do. ...	0 10 0	0 10 0
		C	Dogs and Monkeys	Do. ...	0 3 0	0 3 0
		D	Donkeys	Do. ...	1 12 0	1 12 0
		E	Deer	Do. ...	0 10 0	0 10 0
		F	Elephants	Do. ...	6 0 0	6 0 0
		G	Fowls and Ducks	One dozen ...	0 3 6	0 3 6
		H	Goats and Sheep	Each ...	0 5 0	0 5 0
Special.	every 2 days or part thereof.	I	Horses †	Do. ...	2 0 0	2 0 0
		J	Mules	Do. ...	2 0 0	2 0 0
		K	Pigeons, Quails and Partridges	Per dozen ...	0 2 0	0 2 0
		L	Turkeys and Geese	Do. ...	0 6 0	0 6 0
		M	Tigers, Bears, Crocodiles, and other Wild Animals	Each ..	5 0 0	5 0 0
		M-1	Tigers and other Wild Animals, cubs of...	Do. ...	1 0 0	1 0 0
		N	Other small birds		Free.	
		O	Small birds or animals, such as Cats, Monkeys, &c., in charge of the owner.		Do.	
		P	Animals for public gardens in India ...		Do.	
		234	Luggage of European sailors, ship captains, members of the Water Police, and Pre-			

								Do.	
			ventive Officers when proceeding on or returning from duty at the Docks ...						
			235 } *Cancelled.*						
			236 }						
0	12	0	237 Machinery, up to ¼ ton weight	Ton	...	1	4	0	1 4 0
1	4	0	238 Do. over ¼ and not exceeding 1½ tons.	Do.	...	1	10	0	1 10 0
1	12	0	239 Do. over 1½ and not exceeding 5 tons.	Do.	...	1	14	0	1 14 0
2	0	0†	240 Do. over 5 and not exceeding 8 tons.	Do.	...	2	4	0	2 4 0
2	8	0†‡	241 Do. over 8 and not exceeding 11 tons.	Do.	...	4	0	0	4 0 0
3	0	0†‡	242 Do. over 11 and not exceeding 15tons.	Do.	...	5	0	0	5 0 0
4	0	0†‡	243 Do. over 15 and notexceeding 100tons.	Do.	...	7	8	0	7 8 0
0	12	0	244 Madder or Munjeet	Do.	...	2	0	0	1 8 0
			244A Mails					Free.	
1	0	0	245 Marble and Marble Slabs	Ton	...	2	4	0	2 4 0
Double Measurement.			246 Matches	Case	...			Measurement.	
0	4	0	247 Mats of sorts, foreign	Package of 50	...	0	5	6	0 5 6
0	2	0	248 Do. country...	One hundred	...	0	6	0	0 6 0
Measurement			248A Mats, Zanzibar...	Package	...			Measurement.	
0	4	0	249 Matting, coir	Do.	...	0	5	0	0 5 0
0	6	0	250 Do. rolls of coir carpet...	Do.	...	0	8	0	0 8 0
			251 Medicines—*see* Drugs.						
0	12	0	252 Metals, unenumerated...	Ton	...	2	0	0	1 4 0
			253 Military Stores, other than Arms, equipment not enumerated, up to 5 tons	Do.	...	2	0	0	2 0 0
Machinery Rates.			254 Do. do. for weights above 5 tons	Same rates as Machinery.					
			255 Do. do. when no weight is given	Package	...			Measurement.	
			256 Millinery—*see* Haberdashery.						
			257 Mill furnishings—*see* Rates for Machinery.						
0	4	0	258 Mineral waters...	Case or cask	...	0	5	0	0 5 0
0	12	0	259 Mother-o'-Pearl Shells	Ton	...	2	4	0	1 12 0
Machinery Rates.			259A Motor Cars, Wagons and Lorries, and their Accessories.	Case or package	...	Same rates			as machinery.

‡ wharfage for

† When horses are landed or shipped in boxes, wharfage will be charged only on the horses.
‡ Plus cranage fees as fixed at the Docks.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
2 0 0		259B	Motor Bicycles or Tricycles	Case or package ...	8 0 0	8 0 0
0 12 0		260	Mowra Flowers...	Ton ...	0 15 0	0 15 0
0 4 0		261	Musk	Case or package ...	1 4 0	1 4 0
0 12 0		262	Myrabolams or Gall-nuts and Beeda-nuts ...	Ton ...	0 15 0	0 15 0
0 12 0		263	Nails, of sorts	Do. ...	1 12 0	1 12 0
0 6 0		264	Naphtha	Case or carboy ...	0 3 0	0 3 0
0 12 0		265	Nux Vomica	Ton ...	2 0 0	1 8 0
0 12 0		266	Oilcake	Do. ...	1 2 0	1 2 0
0 2 0		267	Oils—Linseed, Castor, Gingelly, and other Vegetable and Lubricating oils.	Tin, drum or case up to 10 Imperial gals.	0 2 6	0 2 6
0 12 0		268	Do. do. do. do in casks...	Ton ...	1 8 0	1 8 0
0 8 0		269	Oils, perfumed...	Case or pot ...	0 10 0	0 10 0
Measurement		270	Oilcloth and Floorcloth	Ton ...	2 0 0	2 0 0
0 1 0		271	Oilman's Stores	Case below 2 c. ft. ...	0 2 0	0 2 0
0 1 6		272	Do.	Case from 2 to 5 c. ft.	0 4 0	0 4 0
Measurement		273	Do.	Case from 5 c. ft. and upwards ...	Measurement.	
1 0 0		274	Olibanum or Incense	Ton ...	1 12 0	1 8 0
1 8 0		275	Opium	Chest of 140 lbs. ...	1 12 0	1 4 0
0 12 0		276	Do.	Half chest ...	0 14 0	0 10 0
		276A	Ore, Manganese	Ton ...	.....	0 8 0
		276B	Do. Manganese, shipped at the Jetty Berths, Prince's Dock	Do. ...	.....	*0 10 6
		276C	Ore, Mineral other than Manganese ...	Do. ...	.....	0 12 0

every 2 days or part thereof.

		277	Organs and Harmoniums—*see* Harmoniums.			
0 2 0	½ wharfage for	278	Orsidue or brass leaves	Package ...	0 2 6	0 2 6
0 1 0		279	Overland post parcels exceeding 11 lbs. in weight	Each ...	0 2 6	0 2 6
0 12 0		280	Paints, oil	Ton ...	2 4 0	2 4 0
0 4 0		281	Paper, of kinds (including Bales of old newspapers)	Case or bale ...	0 6 0	0 6 0
0 4 0		281A	Paper imported from Calcutta or any Ports of British India	Bale ...	0 4 0	0 6 0
1 0 0		282	Pearls	Box or package ...	1 0 0	1 0 0
0 4 0		283	Do. imitation	Do. do. ...	0 7 0	0 7 0
As Oilman's Stores.		283A	Peas, blue, from Europe	Package ...	As Oilman's Stores.	
0 12 0		284	Pepper of kinds and Pepper Roots	Ton ...	2 0 0	1 12 0
Measurement			Perambulators	Case ...	Measurement.	
Do.		285	Perfumery—Hair Oil, Pomades, &c. ...	Do. ...	Do.	
4 0 0		286	Pianofortes	Each ...	5 0 0	5 0 0
2 0 0		286A	Pianolas	Do. ...	2 0 0	2 0 0
0 4 0		287	Piece-goods, Cotton, including Printed Handkerchiefs, Melton Shawls, Harness Shawls, Turkey Red Shawls	Bale ...	0 4 0	0 2 6
0 4 0		288	Piece-goods, Silks and Velvets	Do. ...	0 12 0	0 12 0
0 4 0		289	Do. Cotton and Silk, large bales ...	Do. ...	0 12 0	0 12 0
0 4 0		290	Do. Woollens...	Do. ...	0 6 0	0 5 0
1 12 0		291	Pitch	Ton ...	2 2 0	2 2 0
		292	Porcelain—*see* Crockery.			
		292A	Post Parcels not exceeding 11 lbs. in weight		Free.	
		293	Plants for public gardens in India... ...		Do.	
		294	Platedware—*see* Bullion.			
1 0 0		295	Precious Stones	Box or case ...	1 0 0	1 0 0
		296	Provisions, fresh, for voyage†	Coolie-load ...	0 1 0	0 1 0
		297	Do. for daily use of Ships in Docks ...		Free.	

* Included the use of the Trustees' Tramway.

† Other *bonâ fide* ship's stores (including live-stock for use on voyage), furniture, tools and materials for repairs imported or exported at Wet Docks are liable to half the Wharfage charges shown in this scale.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.		298	Quicksilver	Bottle ...	Rs. a. p. 0 5 0	Rs. a. p. 0 5 0
0 2 0		299	Rags	Bale or package ...	0 4 0	0 3 0
See Machinery.		300	Railway Plant and Materials		Same rates as Machinery.	
		301	Raisins—*see* Fruits, dried.			
0 12 0		302	Rattans	Ton ...	2 4 0	2 4 0
0 1 0		303	Do. Malacca	One dozen ...	0 3 0	0 3 0
0 12 0		304	Rose-flowers, dried	Ton ...	2 4 0	2 4 0
0 2 0		305	Rose-water	Case ...	0 2 6	0 2 6
0 1 0		306	Do.	Carboy ...	0 1 0	0 1 0
		307	Rope—*see* Cordage.			
1 12 0		308	Rosin	Ton ...	2 4 0	2 4 0
		309	Saddlery—*see* Harness.			
6 12 0		310	Safflower	Ton ...	2 8 0	1 12 0
0 6 0		311	Saffron	Case ...	1 0 0	1 0 0
0 12 0		312	Sago	Ton ...	2 4 0	2 4 0
Measurement		313	Do.	Case or package.	Measurement.	
0 12 0		314	Salammoniac	Ton ...	2 4 0	2 4 0
0 12 0		315	Salt, country	Do. ...	0 6 0	0 6 0
		316	Do. Refined—*see* Oilman's Stores.			
		316A	Do. English in Bulk	Ton ...	0 6 0	.....
0 12 0		317	Saltpetre	Do. ...	2 0 0	2 0 0
0 12 0		318	Samples, Cotton, small			Free.
0 1 0	every 2 days or part thereof.	319	Do. other than above	Parcel ...	0 1 0	0 1 0
0 1 0		320	Do. do. in case	Case ...	Measurement.	
Measurement						

0 12 0		321	Sandalwood	Ton	...	2 0 0		2 0 0		
Measurement		322	Do. boxes and ware	Package	...	0 7 0		0 7 0		
0 12 0		323	Sapanwood	Ton	...	1 10 0		1 6 0		
0 12 0	½ wharfage for	324	Seeds, Oil—Linseed, Teel, Rape, Mustard, Castor, Niger, Poppy, &c.	Do.	...	0 10 0		0 11 0		
0 12 0		325	Seeds other than Oil-seeds, unenumerated...	Do.	...	1 12 0		1 12 0		
0 12 0		326	Senna Leaves	Do.	...	2 4 0		1 12 0		
1 0 0		327	Shark Fins and Samoodar Fins	Do.	...	2 2 0		2 2 0		
0 8 0		328	Shawls, Cashmere and Delhi...	Case or package	...	0 14 0		0 12 0		
0 4 0		329	Shawls, European	Do. do.	...	Measurement.				
0 12 0		330	Shellac	Ton	...	2 8 0		1 12 0		
0 3 0		331	Shells, in cases, unenumerated	Case	...	0 7 0		0 7 0		
0 12 0		332	Do. in bags and loose, unenumerated ...	Ton	...	2 0 0		1 8 0		
0 1 6		333	Shovels	Per dozen	...	0 3 0		0 3 0		
0 4 0		334	Silk, Raw	Case or bale	...	0 8 0		0 8 0		
		335	Do. Piece-goods—*see* Piece-goods.							
		336	Silverware—*see* Bullion.							
Measurement		337	Skins, Goat and Sheep, tanned	Bundle, bale or case.		0 6 0		0 6 0		
Do.		338	Soap, perfumed, foreign	Case	...	Measurement.				
Do.		339	Do. bar do. &c.	Do.	...	Do.				
Do.		340	Do. do. do. in small boxes ...	Per cubic foot	...	0 2 0		0 2 0		
1 0 0		341	Do. country, soft, and bar	Ton	...	1 12 0		1 12 0		
0 12 0		342	Spelter and Solder	Do.	...	1 14 0		1 14 0		
1 0 0		343	Spices—Cinnamon, Mace, Nutmegs, Cloves, Bastard Cardamoms, and others, unenumerated	Do.	...	1 12 0		1 8 0		
		344	Cardamoms—*see* Special Rate for Cardamoms.							
0 0 2		345	Spirits, Liquors, and Wines in wood ...	Imp. gal.	...	0 0 3½		0 0 3½		
0 0 9		346	Do. do. do. ...	1 doz. qts. or 2 doz. pints	...	0 2 0		0 2 0		
Measurement		347	Stationery, unenumerated	Case or cask	...	Measurement.				
		348	Steel—*see* Iron and Steel, Items 210—212.							
0 12 0		349	Sugar, Sugar-candy and Molasses	Ton	...	0 12 6		0 12 6		

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
Rs. a. p.					Rs. a. p.	Rs. a. p.
0 2 0		350	Sugar, Loaf or Chopped	Case of 1 cwt. & over.	0 5 0	0 3 6
Measurement		351	Do. do. do.	Case under 1 cwt. ...	Measurement.	
1 12 0		352	Sulphur	Ton ...	2 2 0	2 2 0
		353	Tallow—*see* Fat.			
1 0 0		354	Tamarind	Do. ...	1 4 0	1 4 0
1 12 0		355	Tar	Do. ...	2 2 0	2 2 0
0 6 0		355A	Tarpaulins, new	Bale ...	0 8 0	0 8 0
0 3 0		355B	Do. old	Do. ...	0 4 0	0 4 0
0 1 0		356	Tea	Package up to 15 lbs.	0 1 0	0 1 0
0 1 0		357	Do.	Do. above 15 lbs. & up to 30 lbs.	0 2 0	0 2 0
0 2 0		358	Do.	Do. above 30 lbs. & for every 60 lbs.	0 3 0	0 3 0
0 12 0		358A	Do.	Package of 180 lbs. ...	.....	0 8 0
Measurement		359	Thread	Case ...	0 6 0	0 5 0
0 12 0		360	Tiles, flooring	Ton ...	2 4 0	2 4 0
0 12 0		361	Do. foreign	1,000 ...	3 12 0	3 12 0
Per ton.						
0 12 0		362	Do. Mangalore	Regtr. ton of vessel...	1 12 0	1 12 0
1 8 0		363	Timber—Blackwood, Ebony, Teak and Pine, in logs and squares	Ton of 50 cubic ft. ...	1 12 0	1 12 0
0 12 0		364	Do. planks and scantlings	Do. ...	1 4 0	1 4 0
0 12 0		365	Tin, of kinds	Ton ...	1 12 0	1 4 0
0 1 0	every 2 days or part thereof.	366	Tin plates	Box of 1 cwt. & under	0 1 6	0 1 8

0 4 0		367	Tobacco, foreign or manufactured	Case	...	0 6 0	0 6 0		
Measurement		368	Do. country	Bale	...	Measurement.			
0 4 0		369	Tortoise Shell	Case	...	0 9 0	0 9 0		
Measurement		370	Toys	Do.	...	Measurement.			
Measurement		371	Trunks and Boxes	Case	...	Measurement.			
0 12 0		372	Turmeric and Turmeric powder	Ton	...	1 2 0	1 4 0		
0 4 0		373	Turpentine	Tin, drum or case up to 10 Imp. gals.	...	0 2 6	0 2 6		
1 4 0		374	Twine	Ton	...	1 8 0	2 0 0		
Piece-goods Rates.		375	Twist and Yarn	Bale	...	0 4 0	0 2 3		
Measurement		376	Umbrellas	Case	...	Measurement.			
0 1 0		377	Varnish	Five Imp. gals.	...	0 2 0	0 2 6		
		378	Vegetables, fresh, for voyage	Coolie-load	...	0 1 6	0 1 6		
		379	Do. do. do.	Cart-load	...	0 7 0	0 7 0		
		379A	Do. do as cargo, including Potatoes, Onions, Garlic, &c. ...	Ton / Cart-load	...	1 0 0 / 0 12 0	1 0 0 / 0 12 0		
0 2 0		380	Vermilion	Case	...	0 5 0	0 5 0		
0 4 0		381	Waste, Cotton, Twist and Wool	Bale	...	0 2 0	0 2 0		
0 8 0		382	Watches, gold and silver	Case	...	1 8 0	1 8 0		
0 4 0		383	Do. other than above	Do.	...	0 12 0	0 12 0		
0 12 0		384	Whiting	Do.	...	2 0 0	2 0 0		
0 12 0		384A	Whiting imported loose as broken stowage	Ton	...	1 0 0	1 0 0		
		385	Wines, &c.—*see* Spirits.						
0 1 0		386	Wire, bottling	Case of 1 cwt.	...	0 2 0	0 2 0		
1 0 0		387	Do. of sorts, unenumerated	Ton	...	2 4 0	2 4 0		
0 8 0		388	Wool, unpressed	Docra up to 1½ cwts...		0 4 0	0 4 0		
0 8 0		389	Do. do.	Bale from 1½ to 3 cwts		0 6 0	0 6 0		
0 8 0		390	Do. do.	Bale or bora above 3 cwts.		0 8 0	0 8 0		
0 4 0		391	Do. pressed	Bale		0 5 0	0 5 0		
		392	Do. Berlin—*see* Haberdashery.						
		393	Woollens—*see* Piece-goods.						
0 12 0		394	Yellow-metal Sheets, Sheathing and Braziers	Ton	...	2 0 0	1 4 0		
0 12 0		395	Zinc, Sheathing, Sheets and Perforated Sheets	Do.	...	2 0 0	2 0 0		

* Boxes above 1 cwt. to be charged proportionately.

Removal and Storage Charge for Uncleared Goods not cleared within Free Days allowed.	Rent for Uncleared Goods Warehoused.	No. of Item.	Description of Goods.	How charged.	Imports. Wharfage.	Exports. Wharfage.
		396	On all goods not enumerated, if in cases, bales, crates or casks and for all goods specified to be charged for by measurement, the rates will be :—		Rs. a. p.	Rs. a. p.
0 1 0	¼ wharfage for every 2 days or part thereof.	397	if under 4 cubic feet	Package ...	0 2 0	0 2 0
0 1 6		398	if 4 or under 6 cubic feet	Do. ...	0 4 0	0 4 0
0 2 6		399	if 6 „ 10 „	Do. ...	0 6 6	0 6 6
0 4 0		400	if 10 „ 15 „	Do. ...	0 8 0	0 8 0
0 5 0		401	if 15 „ 20 „	Do. ...	0 10 0	0 10 0
0 6 0		402	if 20 „ 30 „	Do. ...	0 14 0	0 14 0
0 10 0		403	if 30 „ 40 „	Do. ...	1 8 0	1 8 0
0 14 0		404	if 40 „ 50 „	Do. ...	1 8 0	1 8 0
1 0 0		405	if 50 „ 60 „	Do. ...	1 14 0	1 14 0
0 1 0		406	For every 10 cubic or part of 10 c. ft. additional	Do. ...	0 2 0	0 2 0
1 4 0		407	On all goods not enumerated, chargeable by weight	Ton ...	2 4 0	2 4 0
		408	Unenumerated unpacked goods	Coolie-load ...	0 2 0	0 2 0
		409	*Bona fide* passengers' baggage within the meaning of the rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied ...			Free
		410	Passengers' baggage not regarded as *bona fide* within the meaning of the rules issued by the Customs Department ...	Per coolie load ...	0 2 0 0 8 0	0 2 0 0 8 0

Hazardous goods, which cannot be received at the Dock Transit Shed but which need to be removed to the Special Shed at Mazagon or elsewhere, will be charged double the rates of removal and extra wharfage rent prescribed in columns 1 and 2.

Scale of special rates to be charged on all goods imported and exported at the Prince's and Victoria Docks by Coasting steamers plying between Bombay and Ports on the West Coast of India.

Special Class.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Betel-nuts.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabolams.
Ochre of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st Class.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Ground-nuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns of kinds.
Iron, bar-iron, hoops, pig, scrap, sheets, &c.
Jaggery.
Jute, pressed.
Kerosine oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd Class.—8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, Bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Chillies, dried.
Clove-stems.
Coeum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Colomba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage.
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead, shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, country, soft and bar.
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber, planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shell.
Turmeric.
Twine.
Umbrellas.
Waste, cotton twist & wool.
Wire.
Yellow metals, sheets, &c.
Zinc sheets, &c.

3rd Class.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aërated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cumin seed.
Dyes, country.
Earthenware, foreign.
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khootwood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman's stores.
Pearls, imitation.
Pepper and pepper roots.
Rose-flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th Class.—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic & tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood, drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton, silk and woollen.
Plants.
Shark fins, samooder fins.
Shells.
Skins, goats' and sheep, tanned.
Toys.
Trunks and boxes.
Turpentine.

5th Class.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Clocks.
Candles.
Cardamoms.
Confectionery.
Coral.
Crackers, China.
Elephant's tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Matches.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a coolie-load.

The following specified articles and all others not mentioned in the above classification will be charged at the rates laid down in the General Rate-Book for the Docks if scheduled. If not scheduled in that Rate-Book they shall be charged double the rates in the Bunder Rate-Book:—

Bicycles and tricycles.
Billiard tables.
Boats.
Carriages.
Bullion and specie.
Jewellery.
Pearls.
Precious stones.
Opium.
Saffron.
Guns and small arms.
Harmoniums and pianos.
Live-stock.
Machinery and boilers.
Military stores.
Railway plant and materials.
Tents.
Watches.
Tanks, iron.

In all questions that arise with regard to *miscellaneous charges*, *rents*, *overside fees*, *night* and *holiday work*, *transhipment*, *cranage*, *siding charges*, &c., the rules laid down in the General Rate-Book for the Wet Docks will apply.

The Minimum charge for any package shall not be less than *one anna.*

Fractions of an anna. In the total charge recovered on a chappa, fractions of an anna *less than six pies* will be dropped; while *six pies and over* will be reckoned as *1 anna.*

Miscellaneous Charges.

1. The following charges will be made for loading or unloading carts at the Docks:—

For spirits, wines, candles, copper, and yellow metal in cases—1½ annas per cart.

For other goods except machinery and manganese ore shipped in bulk—1 anna per cart.

For machinery by truck—special rates.

The Docks Superintendent has discretionary power to allow consignees or shippers to load carts.

2. Transhipment of goods overside into or from boats, if supported by Customs documents, will be permitted free.

3. *Cancelled.*

4. When the floating stage is used by any vessel for the purpose of effecting repairs, a charge of Re. 1 for a day or Rs. 2 for a day and night will be levied.

5. A fee of 4 annas will be levied for each duplicate chappa that may be required.

6. The following charges will be levied for opening cases, &c.:—

	Rs.	a.	p.	
Cases not otherwise enumerated under 6 cubic feet.	0	0	6	each.
„ „ „ over 6 „	0	1	0	„
Bales under 6 cubic feet	0	1	0	„
„ over 6 „	0	2	0	„
Cases, Machinery, under 1½ tons weight	0	2	0	„
Packages over 1½ tons weight...	0	8	0	„
Cases, Wines and Spirits, containing 2 dozen and under ...	0	0	6	„
„ „ „ over 2 dozen...	0	1	0	„
Pianos and Harmoniums	0	4	0	„
Gilt Mouldings	0	4	0	„
Quarter Casks in Casing	0	4	0	„
Hogsheads „	0	8	0	„
Two-wheeled Carriages	0	4	0	„
Four-wheeled „	0	8	0	„
Fixing Carriages...	4	0	0	„

7. The consignee or shipper of goods when repacking at the Docks will be charged half an anna per package.

8. For use of Dock scales or weigh-bridge 8 annas up to 16 tons, and ½ an anna for every ton in excess of 16 will be charged.

	Rs.	a.	p.	
For Hire of Dock Shoots	1	0	0	each per day.
For Hire of Chain Slings } To be used at	0	8	0	„
For Hire of Wire net Slings } ship's risk.	2	0	0	„
For Hire of Large Iron Tubs	1	0	0	„
For Hire of Small Tubs	0	8	0	„
For Hire of 5-Ton Trucks	3	0	0	„
For Hire of 10-Ton „	6	0	0	„

9. Weighing or measuring goods 3 annas per ton, and a further charge of Rs. 2 per day when a clerk is employed.

10. For certificates of weight or measurement, Re. 1 each.

Rents.

11. IMPORTS.

A.—Import Goods except Iron and Steel as specified under item No. 210. Sugar, rice and dutiable goods will be allowed 7 days, and duty-free goods 5 days free of rent after landing. No free days will be allowed for coal, coke, cinders, ashes, patent fuel, dust or rubbish.

After the free days allowable have expired, extra wharfage will be levied for the first three days or part of 3 days, and thereafter for every succeeding 2 days or part thereof until the goods are taken delivery of or warehoused at the rate of one-third of the wharfage fee to which the goods may be liable as shown in the scale of rates.

B.—(1) (i) All iron and steel as specified under 210 (i) shall be stacked by the Trustees' Contractors *according to marks*, as far as possible, as landed.

(ii) In the event of any part of consignment of rod, bar or pig iron or steel or other description of iron or steel specified under Item 210 (i) being unmarked or in the opinion of the Docks Superintendent so insufficiently marked as to prevent the delivery of the whole consignment according to Bill of Lading, he shall have the whole of such consignment sorted *according to sizes*, as far as possible, as landed, a charge being made on the ship of 3 annas per ton to cover the cost.

(2) Seven free days will be allowed for the delivery of all iron or steel landed in the Docks.

Note.—In the case of iron or steel which has to be sorted under the last clause of the preceding rule the free days will count from the date on which the Docks Superintendent shall notify that the iron has been sorted and is ready for delivery.

In all other cases the free days will count from the day after the day of landing.

(3) Any iron or steel not taken delivery of within the free days, or allowed to remain on the Dock premises after the expiry of the free days, will be charged extra fees at one-third the ordinary wharfage, the first of such extra fees to cover storage for a further period of seven days and each succeeding fee three days only.

(4) The Trustees reserve to themselves the right to refuse to deliver part only of a consignment falling under 210 (i).

C.—The full amount of the wharfage fees as laid down in the Dock Scale of Rates will be charged on all goods landed at the Docks

and loaded into railway wagons at the Docks sidings, but special arrangements may be made with the Docks Superintendent as to the period during which free days will be allowed; provided—

(1) that the consignee's intention to load the goods into wagon is previously declared before the goods are landed;

(2) that all arrangements for the despatch of the goods per railway wagons are entrusted to the Dock Superintendent; and

(3) that all charges are paid.

13. EXPORTS.

A.—Goods brought for shipment when no vessel is named will be charged rent from the date of the receipt of the goods to the date on which a vessel may be named.

B.—Goods brought for shipment by any vessel which may be named will be allowed 10 days free of rent if the goods be kept in the open, and 7 days if the goods be kept in the sheds. Exporters must elect where goods are to be placed, whether in the open air or in sheds.

C.—Goods brought for shipment, but which may not be shipped but removed by cart, will be charged rent from the date on which they were brought for shipment.

D.—Part shipments shut out owing to no fault of the shipper, but because of the vessel being full, shall, if removed by cart or boat, receive the benefit of the free days as if the goods had been taken by the vessel.

E.—After the free days have expired, rent will be incurred for every 8 days, or part of 8 days, at the rate of one-half of the wharfage to which the goods may be liable.

F.—On shut-out cargo removed by boats or carts one-half of the wharfage only will be recovered, provided that no dock labour is employed, and that the goods are removed within the 24 working hours of the departure of the vessel from the Dock. Provided that in respect of any cargo shut out on account of a vessel being unable to load while in Dock owing to insufficient depth of water, if the shipper elects to send such cargo out for shipment in the stream on the same vessel, the Board will grant an allowance at the rate of 8 annas a ton for cost of lighterage and handling from the Docks to the ship, provided that the quantity in the aggregate shall not exceed 500 tons. In such cases full wharfage will be charged.

G.—Shut-out cargo will be allowed to remain in the transit sheds or in the open, free of rent, for 24 working hours from the departure from the Dock of the vessel in which it was intended to be shipped.

H.—Grain or Seeds brought to the Docks direct by rail and found to be unfit for shipment by reason of the inferiority of quality may be removed from the Dock premises without payment of any wharfage fee, provided the removal takes place within 24 hours of arrival. On the expiration of 24 hours the usual rates will become chargeable.

13. In computing the days for charging rents, Sundays and the Holidays enumerated in Bye-law No. 85* as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received will be omitted.

14. Ships' stores and coal, for consumption on board the vessel to which they are taken, may be conveyed in lighters into Dock, and taken on board from such lighters free of overside charge.

15. *Overside Charges.*—Import goods delivered from vessels in Dock into lighters alongside for removal out of Dock and export goods taken on board vessels in Dock from lighters alongside will be charged ⅓rd the wharfage rate. Opium taken on board vessels in Wet Docks from lighters alongside will be charged 2 annas per chest, or one anna per half-chest.

16. Burst bales, &c., relanded in course of shipment for repacking will not be charged a second wharfage fee.

17. For cotton, coir and wool brought by boat for shipment overside when bales are burst, and when for that or any other reason they require to be landed at the Docks, the following charges will be levied :—

	Cotton.			Coir.			Wool.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
On landing, if work is done by muccadum, per bale	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by muccadum, per bale.....	0	0	6	0	0	9	0	0	6
On re-shipment, if work is done by Trust, per bale	0	2	0	0	2	9	0	4	6

18. Railway materials for the G. I. P. and B. B. & C. I. Railway Companies forming part of a general cargo will, within the limit hereafter mentioned, be allowed free overside delivery in the Dock, and lighters employed to remove the same will be exempted from Dock dues, but when such Railway materials form three-fourths or more of the entire cargo of a vessel, the vessel shall pay overside charges at the usual rate on the full quantity discharged in the Docks.

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* BYE-LAW—Working hours at the Docks shall be from 7-30 a.m. (Indian Standard Time) to 12-30 p.m. (Indian Standard Time) and from 1-30 p.m. (Indian Standard Time) to sunset except on holidays and Sundays. The sanctioned holidays recognized by the Trustees will be Christmas Day, New Year's Day, Good Friday, the Sovereign's Birthday, and any fast or thanksgiving days ordered by Government or on any special occasions ordered by the Trustees. In computing the days for charging rents, Sundays and the holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial duty may not be received, will be omitted. The day on which goods are landed will be counted as one of the 'free days,' except when goods are landed after sunset, when the free days will not commence until the following morning.

Railway materials entitled to free overside delivery under this clause when landed on the quay for ship's convenience and afterwards re-shipped into boats will be treated as transhipment cargo under Rule 23.

Provided that in the case of weights exceeding 1½ tons, one-third wharfage shall be charged on all packages loaded by the Trustees' cranes direct into boats, and full import wharfage packages first placed on the Trustees' wharf and then loaded into boats; such charge in the latter instance to cover forty-eight hours' storage on the wharf. These charges to be in addition to cranage leviable under paragraph 39.

18A. All goods, except Railway materials for the G. I. P. and B. B. & C. I. Railway Companies, landed on the Dock quays for ship's convenience, which have been charged full Import wharfage, will, if loaded into boats in Dock, to be afterwards re-landed at a Port Trust Bunder, be charged hamallage only, instead of Export wharfage.

19. Ordinary ballast brought from a Port Trust Bunder, and on which wharfage fees have been paid, will be allowed into Dock free of charge, and similarly all ballast taken out of a vessel in Dock by boats may be passed free if removed to a Port Trust Bunder. Ballast brought from elsewhere into Dock will be charged the Trustees' "outlying Bunders" wharfage fee, but ballast brought or taken away by cart will be charged 4 annas per ton.

20. *Dock Dues.*

A.—In addition to the foregoing charges on goods, every vessel using the Docks (other than country craft not square-rigged, and except troop-ships, for which special rates may be arranged) will be charged 1 pie per ton per diem, the minimum charge for each such vessel using the Docks being Rs. 25 for every day or part of a day.

B.—Every vessel occupying a berth at the outside or Harbour face of the Dock wall shall be charged the same dues as are charged to a vessel using the Docks (20-*A*), provided that if a vessel at such berth lands or embarks passengers only the charge shall be a fixed charge of Rs. 15 for every day or part of a day.

C.—Vessels will not be charged for Sundays or the Holidays enumerated in Bye-law No. 85 when no work is done.

D.—A vessel lying in Dock without cargo, waiting for charter or cargo and not working, shall nevertheless be charged full Dock dues for the time she so lies idle.

E.—Dock dues on all country-craft (not square-rigged) will be charged at the rate of 2 pies per ton per diem.

F.—The day that a vessel enters and the day she leaves the Dock shall be counted as one day.

G.—Charges for vessels entering the Wet Docks for repairs:—
For vessels 250 feet long and under.....Rs. 12 per diem.
For vessels over 250 feet in length..... „ 18 „

21. *Night and Holiday Work.*

The charges for night work at Wet Docks shall be as follows:—

A.—Rs. 30 per night from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time).

Rs. 15 per half-night, from 7-30 P.M. (Indian Standard Time) to midnight (Indian Standard Time).

B.—When gates are opened for receiving and delivering cargo, Rs. 15 per night, from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time), and Rs. 7½ per half night, from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time), to be paid by each ship receiving goods through a Dock gate after working hours, except in the case of State Railway materials the charge for which will be Rs. 3 per night and Rs. 1½ per half night.

—The following extra rates shall be charged for work done in Wet Docks on Sundays and Holidays:—

For work done any time between midnight on Saturday and midnight on Sunday ..... Rs. 200.
For work done on Holidays ..... „ 30 per day.
„ „ ..... „ 15 per half day.

D.—When gates are opened for receiving and delivering cargo, a fee of Rs. 15 per day and Rs. 7½ per half day will be charged, except in the case of State Railway materials, the charge for which will be Rs. 3 per day and Rs. 1½ per half day. Such fee to be paid on account of each vessel for which cargo is being received or delivered.

22. Boats using the East Wharf of the Wet Docks shall be charged the regular Bunder rates on goods and boats.

23. On goods landed at the Wet Docks and previously entered for transhipment, under Chapter 12 of the Sea Customs Act without Import and Export documents, the following wharfage fees shall be charged :—

Foreign Merchandise.

1. Iron and Machinery and other bulky goods classed as machinery exceeding 5 tons, sugar other than loaf or chopped sugar in cases and dates :—

one-third the import wharfage fee laid down in the Docks scale.

2. Other articles..... 8 annas a ton.

Indian Produce and Manufactures.

1. Cotton and grain of all sorts..... 2½ annas per ton.
2. Groundnuts, Myrabolams, Oil-seeds and Jaggery..... 3½ annas per ton.
3. All other Indian produce and manufactures, 6 annas per ton.

This fee will cover the right to storage for five days ; thereafter the ordinary Dock ground or shed rent charges will be levied.

Prior arrangements shall be made with the Docks Superintendent for the labour required in the handling and storage of transhipment goods, and the cost of such labour shall be borne by the transhippers.

In the case of liners having preferential berths, special arrangements may be made with the Docks Superintendent as to the period during which free storage will be allowed.

24. Vessels desiring to discharge overside coal or other articles not allowed on the wharf, in order to avail themselves of wharf facilities for the rest of their cargo, may be allowed to do so free of overside delivery charge, provided that the goods so put out do not amount to more than one-fifth of the entire cargo. Any quantity in excess of this proportion to pay the usual rates. This is liable to the provisions of Dock bye-law No. 30-A.

25—28. *Cancelled.*

29. *Cranage.*

Vessels will be charged for the use of the Trustees' cranes as follows :—

A.—On a ship applying for cranes, if they are supplied, payment must be made for at least half a day whether they are used or not.

B.—Should the application have been for the first half only of a day and the crane be required for a longer time, another application must be made through the Shed Manager at least one hour before the expiration of the first half of the day.

C.—Application for cranes, required for the whole or half of the following day, to be made by 4-30 P.M. (Indian Standard Time) to the Shed Manager.

D.—If required during the day application to be made to the Shed Manager.

E.—Application for cranes at night, whole or half, to be made to the Shed Manager before 4-30 P.M. (Indian Standard Time).

F.—Should cranes for which application has been made for the whole day or night not be required for more than the first half day or night, written notice must be given to the Shed Manager at least one hour previous to the end of the half day or night, or full day or night will be charged for.

G.—Should cranes for which application has been made for half night only be required for the whole night, application to be made at least two hours before the end of the half night to the Shed Manager.

H.—All applications for cranes to be in regular book forms with counterfoils, and to be signed by the Ship's Officer on duty showing number of cranes required, from what time and for how long.

J.—The following rates will be charged for the use of the Trustees' cranes :—

	Rs.	a.	p.
For each 1½-ton crane per day or per night ...	5	0	0
For each 1½-ton crane per half day or half night ...	2	8	0
For each steam crane per day or per night ...	7	0	0
For each steam crane per half-day or half-night ...	4	0	0

Day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) and from 1-30 P.M. (Indian Standard Time) to sunset. Half day to be from 7-30 A.M. (Indian Standard Time) to 12-30 P.M. (Indian Standard Time) or from 1-30 P.M. (Indian Standard Time) to sunset. Night to be from 7-30 P.M. (Indian Standard Time) to 3-30 A.M. (Indian Standard Time). Half night to be from 7-30 P.M. (Indian Standard Time) to midnight or from midnight to 3-30 A.M. (Indian Standard Time).

Any part of a day or night less than a half will be charged as half a day or night.

K.—Small consignments of transhipment goods, machinery, &c., landed from or shipped into boats, or country-crafts will be charged for the use of the 1½-ton cranes at the rate of 2 annas per ton, or the crane may be engaged by the day at the above rate of Rs. 5.

L.—(1) When hand cranes are used at Wet Docks the ordinary Dock cranage rates will be charged, but these rates will not include labour required to work the cranes. Shippers or consignees will have the option of waiting until a 30-cwt. hydraulic crane can be made available, or they may ship from the east wharf where Bunder cranage rates are charged.

(2) No charge will be made for the use of hand cranes for goods, machinery, etc., loaded into or unloaded from Railway trucks or wagons; but shippers or consignees must provide the labour to work the cranes at their own cost.

M.—For weights over 1½-tons and not exceeding

					Rs.	a.	p.	
			5 tons...	...	1	0	0	per ton
„	5	„	„ 8 „ ...	...	2	0	0	„
„	8	„	„ 11 „ ...	...	3	4	0	„
„	11	„	... ...	...	4	0	0	„

N.—These charges will only be levied when Trustees' cranes are used.

O.—If weights are kept suspended more than one-fourth of an hour, double rates will be charged. The same charge will be levied for lifting weights from the hold of a vessel and placing them on deck as for placing them on the wharf.

P.—Machinery and other items charged as machinery will be charged by measurement or weight at option of Dock officers; if by measurement, forty cubic feet will be considered a ton, and the rate per ton shall be that at which the dead weight is chargeable. This rule will apply to wharfage as well as to cranage rates.

Q.—Vessels occupying the crane berth only for the purpose of using either the 30-ton crane or the 100-ton crane will be charged a fee of Rs. 2½ for each working hour in addition to the cranage fees.

R.—An additional charge of Rupee 1 per ton will be made when articles required to be deposited on the wharf and afterwards lifted by the crane into trucks.

S.—For masting and dismasting ships the following charges will be levied :—

For ships of tons.	Mainmast.	Foremast.	Mizenmast.	Bowsprit.
	Rs.	Rs.	Rs.	Rs.
1,500 to 2,000	140	110	85	55
1,000 to 1,500	110	90	65	45
750 to 1,000	80	60	50	30
300 to 750	50	40	30	20

T.—In the case of masts and bowsprits the ship will provide slings and the labour required for slinging, both for masting and dismasting.

U.—In all other cases the ship will provide slings and the labour required for slinging articles to be landed ; the Trustees will supply slings and labour for shipping and shifting on land.

V.—Any special work done by the 100-ton crane, to which the above rates cannot fairly be applied, will be charged by the hour, ton or lift as may be agreed upon with the Docks Superintendent.

30. The charges for the use of the Railway Siding at the Wet Dock are as follows :—

		Rs.	a.	p.
(1)	* * * * *			
(2)	* * * * *			
(3)	Firewood, Charcoal, Timber and Rafters...per ton	0	3	0
(4)	State Railway and Government Stores ...	Special Rates.		
(5)	Manganese ore and other similar ores ... per ton	0	2	0
(6)	Coal and Coke ... ... ,,	0	2	0
(7)	All other goods ... ... ,,	0	3	0
(8)	Live-stock, including Horses, Mules, Cattle and Wild Animals, per ton on carrying capacity of waggon ... ... ,,	0	4	0
(9)	* * * * *			
(10)	Unloading work of waggons when done by Trustees at Docks ... ... per ton	0	1	6

31. *Cancelled.*

By Order of the Trustees,
H. E. HART,
Secretary.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cumin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dholl	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs.
Gunjah	.....	50 gross.
Hemp	5 bales not exceeding 14 gross.	52
Hides, Buffalo or Cow, cured		
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
" " cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabollams...	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	4 hhds.	
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarinds, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal...	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat...	20	.....
Wool	.....	50

Jute, Jute' Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*":—Sugar, Saltpetre, Rice, Wheat, Gram, Dhall, Peas, and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ „

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not... ... ... 2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 „

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ „

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 „

22. On effecting Insurances, whether on lives or property ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ „

24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters-of-Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Bees' Wax	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Betelnut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet.
Blackwood, otherwise ...	Do. do. ...	20 Cwts. Nett.
Bone-meal	Bags	20 „ „
Cardamoms	Robbins...	10 „ „
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet.
Cassia	Bales	800 lbs. Nett } 50 Cubic
Cinnamon	Do.	800 „ „ } feet.
Ditto	Cases	50 Cubic feet.
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett.
Coculus Indicus ...	Robbins	14 „ „
Ditto	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet.
Coir Yarn and Fibre ...	Pressed Bales	50 „ „
Ditto	Bundles or Coils ...	8 Cwts. Nett.
Ditto	Dholls not exceeding 4 lbs.	10 „ „
Coir Matting	Rolls	50 Cubic feet; $\frac{1}{7}$th allowed off for the round.

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Rope	Coils	8 Cwts. Nett.
Coir Junk	Pieces	12 „ „
Copprah	Robbins	10 „ „
Ditto	In Pressed Bales ...	50 Cubic feet.
Ditto	Bulk	12 Cwts. Nett.
Ditto	Bags	12 „ „
Ditto	Bags each cup cut in 4 pieces	14 „ „
Cotton	Pressed Bales	50 Cubic feet.
Cowries	Bags or Cases	20 Cwts. Nett.
Cutch	Cases	50 Cubic feet.
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed.
Cinchona	Bales	50 Cubic feet.
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett.
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet.
Ditto	Bags	12 Cwts. Nett.
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Gums of all kinds ...	Cases	50 Cubic feet.
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett.
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet.
Horns, Buffalo and Cow.	Loose	16 Cwts. Nett.

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett.
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet.
Linseed	Bags	18 Cwts. Nett.
Mica	Cases	50 Cubic feet.
Myrabollams	Bags	16 Cwts. Nett.
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Nett.
Other Oils	Casca, Drums or Tanks.	50 Cubic feet.
Pepper	Bags	16 Cwts. Nett.
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac	Bundles, Bales or Bags.	20 „ „
Ditto	Broken Bags	17 „ „
Rice	Bags	20 „ „
Saltpetre	Do.	20 „ „
Sandal and Sapan Wood.	... ...	13 „ „
Sandalwood Roots ...	Bags or Bundles ...	13 „ „
Ditto	Loose	13 „ „
Sugar	Bags	20 „ „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet.
Timber (all kinds) square Logs or Planks ...	... ...	50 „ „
Ditto Round Logs ...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett.
Turmeric...	Bags	14 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags	20	.....
Do. in boxes	20	.....
Alum	20	.....
Aniseed	8	.....
Arrowroot, in cases	.....	50
Assafœtida, in bags...	20	.....
Do. in boxes	20	.....
Apparel	.....	50
Bark, in bags...	8	.....
Barrilla	20	.....
Bees' wax	20	.....
Betelnut	18	.....
Books	.....	50
Borax or Tincal	20	.....
Do. in cases	.....	50
Brimstone	20	.....
Bullion	at per cent.	
Cake Lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Do. in boxes	.....	50
Do. in bags	10	.....
Cassia, all sorts	.....	50
Castor Seed	15	.....
Chillies, in bags	12	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves, in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Do. do. each cup cut in 4 pieces ...	14	.....
Coriander Seed	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Do. in yarn	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dhall	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seed	16	.....
Furniture	.....	
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Gunjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE.—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Metals...	20	.....
Myrabollams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
Do. in chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Pease	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seed	15	.....
Putchuk	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea, in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-Goods	.....	50
Skins-...	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Stick Lac, in cases	.....	50
Do. in bags	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Munjeet.
Senna Leaf.
Wool.
Sarsaparilla.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the nett weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—*(contd.)*

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone-meal and Bone-dust	20 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	17 „ / 15 „ / 14 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 „	20 „
Cocoa, in bags	10 „	12 „
Cocculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton
Coffee, in bags or frazils	13 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 „
Colocynth, in cases	40 „	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 „	12 „
Do. in bags	.....	12 „
Do. cut, in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 „	20 cwt.
Cotton Seed	13 „	14 „
Do. in bales	40 feet.	50 feet
Cowries, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 „	12 „
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 „	16 „
Dhall, crushed or split, in bags	17 „	20 „
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 „	50 „
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 „	20 „
Fennel Seed	10 „	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in cases... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles...	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	13 „	16 „
Indigo, in cases	40 feet.	50 feet.
Iron, old or scrap	20 cwt.	.....
Iron or Steel Rails'	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowari, in bags	18 „	20 cwt.
Lac Dye in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags.	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil, Cocoanut	11 cwt.	.....
Oil-cake in cakes, or lumps (in bags) ...	16 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1¼ cwt.) ...	13 „	16 „
Do. do. (1½ cwt.) ...	14 „	17 „
Do. double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2/7 lbs.	28 Indian maunds of 82-2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan Wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak Square Planks and Poon ...	40 „	50 „
Timber, Teak round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood	11 „	14 „
Whanghees (*vide* Canes)	13 „	16 „
Wheat	18 „	20 „
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated ; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of rules 3 and 4 published under the Wharfage Fees Act III of 1879.

CALENDAR FOR 1909.

1909.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...
FEB.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	...	...	...	...	...	...
MAR.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...
APRIL	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	...
MAY	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
JUNE	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	...	...	...

1909.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
AUG.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
SEP.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	...	...
OCT.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...
NOV.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	...	...	...	...
DEC.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...

PUBLIC HOLIDAYS.
FOR THE YEAR 1910.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments' Act 1881," including New Year's Day (1st January), Good Friday (25th March) and the Monday next following Christmas Day (26th December) which are already specified as holidays under the above section :—

New Year	1st and 3rd January	Saturday and Monday	2 Days.
Mohurrum	24th January	Monday	1 Day.
Maha Shivratri	9th March	Wednesday	1 ,,
Jamshedi Naoroz	21st March	Monday	1 ,,
Easter	25th, 26th and 28th March.	Good-Friday, Saturday and Monday	3 Days.
Ramnavami	16th April	Monday	1 Day.
Birthday of His Majesty the King-Emperor.	Such day as may be fixed by the Governor General in Council		1 ,,
Cocoanut Day	20th August	Saturday	1 ,,
Gokul-Ashtami	27th August	Saturday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain)	7th September	Wednesday	1 ,,
Pajusan (Bhadarva Sud 5th)	8th September	Thursday	1 ,,
Parsee New Year	12th and 13th September	Monday & Tuesday	2 Days.
Dussera	13th October	Thursday	1 Day.
Devali	31st October, 1st and 2nd November.	Monday, Tuesday & Wednesday	3 Days.
Christmas	24th, 26th and 27th December.	Saturday, Monday & Tuesday	3 ,,
New Year	31st December	Saturday	1 Day.

Note.—No days are notified as holidays on account of Holi and Khordad Sal because these festivals fall on days which are already declared to be holidays under the section referred to above.

HOLIDAYS UNDER CHARTER-PARTIES.
FOR THE YEAR 1910.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1910 :—

New Year	1st January	Saturday	1 Day.
Mohurrum	24th January	Monday	1 ,,
Easter	25th March	Good-Friday	1 ,,
Ramnavami	18th April	Monday	1 ,,
Birthday of His Majesty the King-Emperor.	Such day as may be fixed by the Governor General in Council		1 ,,
Cocoanut Day	20th August	Saturday	1 ,,
Gokul-Ashtami	27th August	Saturday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain)	7th September	Wednesday	1 ,,
Dussera	13th October	Thursday	1 ,,
Devali	1st November	Tuesday	1 ,,
Christmas	26th December	Monday	1 ,,

By order of the Committee,
J. B. LESLIE-ROGERS,
Secretary.

BOMBAY, 16*th December* 1909.

List showing the various Statistical Returns published by the Bom

	Members.						Charge per copy.		
	Half Yearly.			Monthly.					
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Subscription for all publications (only to Members)	100	0	0	.....			.....		
Daily Trade Return (Exports and Imports). Issued daily	27	0	0	4	8	0	0	4	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	34	0	0	5	10	8	0	4	0
Weekly Return (Clearances of Cotton Seeds and Wheat, &c.). Issued weekly	13	8	0	2	4	0	0	10	0
Half-yearly Return showing the clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders) Issued half-yearly ...				.....			1	0	0
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly				2	4	0	2	4	0
Import Manifests, Issued twice a week	20	0	0	3	5	4	0	8	0
Export Manifests, Issued twice a week.	20	0	0	3	5	4	0	8	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	3	8	0	0	10	0	0	10	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	7	0	0	1	4	0	1	4	0
Current Quotations. Issued weekly.	.....			Free			.....		
Return showing Stocks and Deliveries of Cotton Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	.....			Free			.....		
Rules and Regulations of the Chamber (with Tonnage Schedule) ...	.. ...			.....			0	6	0
Annual Report of the Chamber ...	2 copies for additional copies each.			free and additional copies			5	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....			5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....			2	0	0
Subscription for Membership ...	90	0	0	15	0	0	.....		

bay Chamber of Commerce, their respective Subscriptions, &c.

Non-Members.									Postage.							
Half Yearly.			Monthly.			Charge per copy.			Half Yearly.			Monthly.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
.....			.....			.....			.....			.....			
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
51	0	0	8	8	0	0	8	0	3	4	0	0	8	0	Mail
									4	14	0	0	13	0	Inland.
15	0	0	2	8	0	0	12	0	0	13	0	0	2	0	
2	8	0	.....			2	8	0	0	0	6	.....			
18	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
45	0	0	7	8	0	1	0	0	1	10	0	0	4	0	
7	8	0	1	8	0	1	8	0	0	3	0	0	0	6	
15	0	0	3	0	0	3	0	0	0	3	0	0	0	6	
7	8	0	1	4	0	0	8	0	0	13	0	0	2	0	
6	0	0	1	4	0	1	4	0	0	3	0	0	0	6	
.....			.....			0	8	0	.....			.....			
.....			.....			6	8	0	.....			.....			
.....			.....			5	0	0	.....			0	10	0	Mail
												0	5	0	Inland.
.....			.....			2	0	0	.....			0	2	0	Mail
												0	1	0	Inland.
.....			.....			.....			.....			.....			.....

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Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1909.

QUOTATIONS.	Week ending 8th January.	Week ending 15th January.	Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.	Week ending 5th March.	Week ending 12th March.	Week ending 19th March.	Week ending 26th March.	Week ending 2nd April.	Week ending 8th April.	Week ending 16th April.	Week ending 23rd April.	Week ending 30th April.	Week ending 7th May.	Week ending 14th May.	Week ending 21st May.	Week ending 28th May.	Week ending 4th June.	Week ending 11th June.	Week ending 18th June.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England-Bank Bills, Telegraphic Transfer	1s.3 1/2 to 1s.3 1/4d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.
" " Sight	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 3 31/32d.
" " 3 months' "	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4d.	1s. 4d.	1s. 4 1/32d.
First-class Credits " " 3 " "	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.
" " " 6 " "	1s. 4 1/4d.	1s. 4d.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.
Documents " " 3 " "	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.
" " " 6 " "	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 5/16d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
" France Mercantile Bills 3 " "	169¼	169¼	169¼	169	169	168 3/4	168 3/4	169	169	169	168¾	168¾	168¾	168¾	168¾	168¾	169	169¼	169¼	169	169	169¼	168 3/4	169 1/4
" Calcutta Bank Telegraphic Transfer	100⅛	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32	100 1/32	100
China Mercantile Bills, 30 { per 100 Dollars	Rs. a. p. 131 0 0	Rs. a. p. 131 12 0	Rs. a. p. 129 8 0	Rs. a. p. 130 4 0	Rs. a. p. 131 4 0	Rs. a. p. 131 0 0	Rs. a. p. 129 12 0	Rs. a. p. 129 0 0	Rs. a. p. 128 4 0	Rs. a. p. 128 12 0	Rs. a. p. 129 0 0	Rs. a. p. 128 12 0	Rs. a. p. 129 4 0	Rs. a. p. 129 8 0	Rs. a. p. 129 8 0	Rs. a. p. 131 4 0	Rs. a. p. 134 8 0	Rs. a. p. 134 8 0	Rs. a. p. 133 4 0	Rs. a. p. 132 12 0	Rs. a. p. 131 8 0	Rs. a. p. 132 4 0	Rs. a. p. 132 4 0
Bays' Sight. H. " 100 Taels	172 0 0	174 8 0	172 4 0	172 12 0	175 0 0	175 4 0	172 8 0	172 12 0	169 4 0	169 12 0	170 12 0	170 0 0	170 12 0	170 12 0	171 8 0	172 0 0	174 0 0	178 8 0	180 4 0	177 12 0	176 4 0	178 0 0	177 0 0	177 0 0
Bays' Sight. S. " 100 Taels	151 4 0	151 4 0	151 8 0	151 4 0	151 4 0	151 4 0	151 12 0	151 12 0	152 0 0	152 0 0	152 0 0	152 0 0	152 0 0	152 0 0	152 0 0	151 8 0	151 8 0	151 8 0	151 8 0	151 12 0	151 12 0	151 12 0	151 12 0	151 12 0
Fresh Bar Gold, 100 touch (per tola)	24 2 6	24 2 6	24 2 6	24 2 6	24 3 0	24 3 6	24 3 0	24 3 0	24 2 9	24 2 9	24 2 9	24 3 0	24 2 9	24 2 9	24 3 0	24 2 9	24 2 6	24 2 6	24 2 6	24 2 6	24 3 6	24 3 0	24 2 6	24 2 6
Foreign	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	11 0 0 Nom.	11 0 0 Nom.
Bar Silver (Ex. Duty)	60 10 0 Rdy	60 12 0 Rdy.	60 10 0 Rdy.	60 7 0 Rdy.	60 14 0 Rdy.	60 7 0 Rdy.	60 6 0 Rdy.	59 9 0 Rdy.	59 6 0 Rdy.	59 10 0 Rdy.	59 9 0 Rdy.	59 3 0 Rdy.	59 0 0 Rdy.	59 0 0 Rdy.	59 0 0 Rdy.	60 0 0 Rdy.	63 5 0 Rdy.	63 7 0 Rdy.	63 5 0 Rdy.	62 3 0 Rdy.	62 9 0 Rdy.	Prem. on £. 100 Rs. 61 15 0 Rdy.	Prem. on £. 100 Rs. 62 6 0 Rdy.
	60 15 0 Fwd.	61 0 0 Fwd.	60 10 0 Fwd.	60 11 0 Fwd.	61 2 0 Fwd.	60 13 0 Fwd.	60 7 0 Fwd.	59 12 0 Fwd.	59 8 0 Fwd.	59 13 0 Fwd.	59 12 0 Fwd.	59 5 0 Fwd.	59 0 0 Fwd.	59 0 0 Fwd.	60 2 0 Fwd.	60 4 0 Fwd.	61 8 0 Fwd.	62 12 0 Fwd.	63 7 0 Fwd.	62 6 0 Fwd.	62 2 0 Fwd.	Prem. on £. 100 Rs. 61 15 0 Fwd.	Prem. on £. 100 Rs. 62 3 0 Fwd.
RATES OF DISCOUNT.																								
Bank Rate of Discount on Private Bills, 60 days' Sight	7 per cent.	7½ per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 per cent.	5 per cent.	5 per cent.	5 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	6 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	6 "	6 "	6 "	5 "	5 "	5 "
Rate of interest in the Open Market on Government Paper	4½ "	4½ "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	5 "	6 "	6 "	5 "	5 "	4 "	4 "	4 "	4 "	4 "
GOVERNMENT SECURITIES.																								
Three-and-a-half per cent.	Rs. 94 11 0	Rs. 94 7 0	Rs. 93 5 0	Rs. 94 4 0	Rs. 94 1 0	Rs. 94 1 0	Rs. 93 12 0	Rs. 93 12 0	Rs. 93 10 0	Rs. 93 8 0	Rs. 93 3 0	Rs. 93 4 0	Rs. 93 1 0	Rs. 93 12 0	Rs. 93 13 0	Rs. 91 3 0	Rs. 94 6 0	Rs. 94 8 0	Rs. 94 7 0	Rs. 94 5 0	Rs. 94 2 0	Rs. 94 5 0	Rs. 94 4 0	Rs. 94 4 0
Three per cent.	" 81 Nominal	" 80 8 9	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 8 0 Nom.	" 80 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.	" 81 0 0 Nom.
Government Paper enfaced for London	*Nil.*	*Nil.*	5,000	*Nil.*	*Nil.*	10,000	*Nil.*	75,000	*Nil.*	62,000	*Nil.*	85,700	*Nil.*	15,000	6,75,000	2,12 000	.....	7,25,000	3,00,000	6,00,000	*Nil.*	50,000	69,500	1,900
Government Paper enfaced from London to Bombay	" 1,09,000	.....	*Nil.*	Rs. 4,60,000	"	*Nil.*	*Nil.*	*Nil.*	9,000	*Nil.*	7,12,800	Rs.	*Nil.*	1,900	.....	.....	.....	.....	3,000	Nil.	1,000	5,60,000	*Nil.*	2,67,000
IMPORTS.																								
PIECE-GOODS—																								
7 lbs. 38in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6
8 lbs. 38in. 37½ to 38 yds. " " (")	" 4 8 0	" 4 8 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 2 0	" 4 1 0	" 4 1 0	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 0 6	" 4 1 0	" 4 1 0	" 4 1 0	" 4 1 0	" 4 1 0	" 4 1 0
No. 40s Mule Twist (per lb.)	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to As. 9¼	As. 8⅞ to As. 9¼	As. 8⅞ to As. 9¼	As. 8⅞ to As. 9¼	As. 8⅞ to As. 9¼	As. 8⅞ to As. 9¼	As. 8⅞ to As. 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼	As. 9 to 9¼
No. 30s Water " " "	" 9¼ to 9¾	" 9 to 9¼	" 9 to 9¼	" 9 to 9¼	" 9 to 9¼	" 9 to 9¼	" 9 to 9¼	" 9 to 9¼	" 8½ to 9⅓	" 8½ to 9⅓	" 8½ to 9⅓	" 8½ to 9⅓	" 8½ to 9⅓	" 8½ to 9⅓	" 8½ to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓	" 9 to 9⅓
Copper Brasiers (in bundles) per cwt.	Rs. 58 4 0	Rs. 57 10 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 10 0	Rs. 57 8 0	Rs. 55 12 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 12 0	Rs. 56 4 0	Rs. 56 8 0	Rs. 56 12 0	Rs. 56 8 0
Yellow Metal " " "	" 47 0 0	" 46 4 0	" 46 8 0	" 46 8 0	" 46 8 0	" 45 0 0	" 45 4 0	" 45 4 0	" 45 6 0	" 45 6 0	" 45 6 0	" 45 6 0	" 64 12 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 4 0	" 45 8 0	" 45 10 0	" 45 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 29 8 0	" 29 8 0	" 29 8 0	" 30 0 0	" 29 8 0	" 29 8 0	" 29 8 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 0 0	" 29 0 0	" 29 0 0	" 29 0 0	" 28 12 0	" 29 0 0	" 29 0 0	" 29 0 0	" 29 0 0
Basic Steel " " "	" 29 8 0	" 29 8 0	" 30 0 0	" 29 8 0	" 29 8 0	" 29 0 0	" 29 0 0	" 29 0 0	" 29 0 0	" 29 0 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 0 0	" 29 0 0	" 29 0 0	" 29 0 0	" 28 12 0	" 29 0 0	" 29 0 0	" 29 0 0	" 29 0 0
Swedish Bar Iron " " "	" 53 0 0	" 53 0 0	" 54 0 0	" 52 0 0	" 52 0 0	" 52 0 0	" 53 0 0	" 52 0 0	" 51 0 0	" 51 0 0	" 51 0 0	" 51 0 0	" 62 8 0	" 42 0 0	" 51 0 0	" 51 0 0	" 51 0 0	" 52 0 0	" 52 0 0	" 51 0 0	" 52 0 0	" 51 0 0	" 51 0 0	" 50 0 0
Sugar, Ordinary Crystals Beet (per cwt. Ex. Godown)	" 10 10 0	" 10 11 0	" 10 12 0	" 10 12 0	" 10 14 0	" 10 15 0	" 11 2 0	" 11 2 0	" 11 3 0	" 11 2 0	" 11 2 0	" 10-14-0 to 11-6-0	" 10-14 0 to 11-6-0	" 10 14 0	" 10 14 0	" 10 14 0	" 10 13 0	" 10 14 0	" 10 15 0	" 10 15 0	" 11 1 0	" 11 2 0	" 10-16-0 to 10-16-0	" 11 4 0
Do. Mauritius Ordinary Grains, D to J (per cwt. Ex Godown)	Rs. 10 0 0 to " 10 8 0	" 10 2 0 to " 10 4 0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-6-0 to 10-8-0	" 10-6-0 to 10-11-0	" 10-8-0 to 10-11-0	" 10-8-0 to 10-11-0	" 10-8-0 to 10-11-0	" 10-8-0 to 10-11-0	" 10-7-0 to 10-11-0	" 10-7-0 to 10-11-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0	" 10-6-0 to 10-10-0
Do. China, Best Soft, White (per cwt. Ex Godown)	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0
Davison's West Hartley Coal (per ton) alongside	Rs. 14 12 0 Fwd.	" 15 0 0 Rdy.	" 15 4 0 Fwd.	" 14 8 0 Fwd.	" 14 8 0 Fwd.	" 14 12 0 Fwd.	" 14 8 0 Fwd.	" 14 10 0 Fwd.	" 14 12 0 Fwd.	" 14 8 0 Fwd.	" 14 8 0 Rdy.	" 15 0 0 Rdy.	" 14 8 0 Rdy.	" 15 0 0 Rdy.	" 14 0 Rdy.	" 14 8 0 Fwd.	" 15 8 0 Rdy.	" 14-12-0 to 15-0-0 Rdy.	" 15 8 0 Rdy.	" 11 8 0 " 15 8 0 Rdy.	" 11 8 0 " 15 8 0 Fwd.	" 11 8 0 " 16 8 0 Rdy.	" 11 8 0 " 16 8 0 Rdy.	" 11 8 0
Cardiff	" 17 0 0	" 17 0 0	" 17 12 0	" 16 8 0	" 16 4 0	" 16 4 0	" 16 4 0	" 16 0 0	" 16 0 0	" 16 0 0	" 16 0 0	" 16 0 0 Fwd.	" 16 0 0	" 16 8 0 Fwd.	" 16 8 0	" 16 8 0	" 16 8 0	" 16 8 0	" 16 12 0	" 18 0 0	" 16 8 0	" 17 8 0	" 17 8 0	" 17 8 0
Dessarghur (Bengal) " "	" 14 0 0 Rdy.	" 14 0 0 Rdy.	" 13 8 8 Rdy.	" 13 8 8 Rdy.	" 13 8 8

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1909.

Week ending 8th January.	Week ending 15th January.	Week ending 22nd January.	Week ending 29th January.	Week ending 5th February.	Week ending 12th February.	Week ending 19th February.	Week ending 26th February.	Week ending 5th March.	Week ending 12th March.	Week ending 19th March.	Week ending 26th March.	Week ending 2nd April.	Week ending 8th April.	Week ending 16th April.	Week ending 23rd April.	Week ending 30th April.	Week ending 7th May.	Week ending 14th May.	Week ending 21st May.	Week ending 28th May.	Week ending 4th June.	Week ending 11th June.	Week ending 18th June.	Week ending 24th June.	Week ending 2nd July.
Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
1s3½ to 1s3¾d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d. to 1s3¾d.	1s. 3 ½ to 1s3½d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 15/16d.
1s. 4 31/32d.	1s. 4 31/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.
1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.	1s. 4 3/32d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/8d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 1/8d.	1s. 4 7/32d.	1s. 4 1/8d.
1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 9/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 5/32d.	1s. 4 9/32d.	1s. 4 5/32d.
1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 11/32d.	1s. 4 7/32d.	1s. 4 11/32d.	1s. 4 7/32d.
1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 13/32d.	1s. 4 9/32d.	1s. 4 13/32d.	1s. 4 9/32d.
100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/16	1/32	1/32	1/32	1/32	1/32	1/32
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
H 131 0 0	131 12 0	129 8 0	130 4 0	131 4 0	131 4 0	129 12 0	129 0 0	128 4 0	128 12 0	129 0 0	128 12 0	129 8 0	129 8 0	131 4 0	131 4 0	134 8 0	134 8 0	133 4 0	132 12 0	131 8 0	132 4 0	132 4 0	132 4 0	132 4 0	131 4 0
S. 172 0 0	174 8 0	173 4 0	172 12 0	175 0 0	175 4 0	172 8 0	170 12 0	169 4 0	170 12 0	172 12 0	170 0 0	170 12 0	171 8 0	172 0 0	174 0 0	173 8 0	173 4 0	174 0 0	177 12 0	176 4 0	178 0 0	177 8 0	177 8 0	176 4 0	178 0 0	175 8 0
J. 151 4 0	151 4 0	151 8 0	151 4 0	151 4 0	151 4 0	151 12 0	152 0 0	151 12 0	152 0 0	152 0 0	152 0 0	152 0 0	152 0 0	153 8 0	151 8 0	151 8 0	151 8 0	151 8 0	152 0 0	151 12 0	151 12 0	151 12 0	151 12 0	151 12 0	152 0 0
24 2 6	24 2 6	24 2 6	24 2 6	24 3 0	24 3 6	24 2 9	24 3 0	24 2 9	24 3 0	24 2 9	24 3 0	24 2 9	24 3 0	24 2 9	24 2 9	24 2 6	24 2 6	24 2 6	24 2 6	24 3 6	24 3 0	24 3 0	24 2 6	24 3 0	24 2 9	24 2 9
15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 0 0 Nom.	15 1 0 Nom.	9 0 0 Nom.	11 0 0 Nom.	11 0 0 Nom.	12 0 0 Nom.	11 0 0 Nom.
60 10 0 Rdy.	60 12 0 Rdy.	60 10 0 Rdy.	60 7 0 Rdy.	60 14 0 Rdy.	60 7 0 Rdy.	60 6 0 Rdy.	59 9 0 Rdy.	59 6 0 Rdy.	59 10 0 Rdy.	59 9 0 Rdy.	59 3 0 Rdy.	59 12 0 Rdy.	60 0 0 Rdy.	60 4 0 Rdy.	61 8 0 Rdy.	62 8 0 Rdy.	63 5 0 Rdy.	62 8 0 Rdy.	62 9 0 Rdy.	61 15 0 Rdy.	Prem. on £ 100 Rs. 62 5 0 Rdy.	Prem. on £ 100 Rs. 61 11 0 Rdy.	Prem. on £ 100 Rs. 61 8 0 Rdy.	Prem. on £ 100 Rs. 62 8 0 Rdy.	Prem. on £ 100 Rs. 62 5 0 Rdy.
60 12 0 Fwd.	61 0 0 Fwd.	60 10 0 Fwd.	60 11 0 Fwd.	61 2 0 Fwd.	60 13 0 Fwd.	60 7 6 Fwd.	59 12 0 Fwd.	59 8 0 Fwd.	59 13 0 Fwd.	59 12 0 Fwd.	59 5 0 Fwd.	59 13 0 Fwd.	60 2 0 Fwd.	60 4 0 Fwd.	61 8 0 Fwd.	62 12 0 Fwd.	63 7 0 Fwd.	62 6 0 Fwd.	62 2 0 Fwd.	61 15 0 Fwd.	62 3 0 Fwd.	61 11 0 Fwd.	61 8 0 Fwd.	62 3 0 Fwd.	62 5 0 Fwd.
7 per cent.	7½ per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	8 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	7 per cent.	6 per cent.	6 per cent.	6 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	4 per cent.
6 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	7 „	6 „	6 „	6 „	5 „	5 „	5 „	5 „	4 „
4½ „	4½ „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	6 „	6 „	5 „	5 „	5 „	4 „	4 „	4 „	4 „	4 „	4 „	3 „
Rs. 94 11 0	Rs. 94 7 0	Rs. 94 5 0	Rs. 94 4 0	Rs. 94 1 0	Rs. 94 1 0	Rs. 93 12 0	Rs. 93 12 0	Rs. 93 10 0	Rs. 93 8 0	Rs. 93 9 0	Rs. 93 4 0	Rs. 93 7 0	Rs. 93 12 0	Rs. 93 13 0	Rs. 94 3 0	Rs. 94 6 0	Rs. 94 8 0	Rs. 94 7 0	Rs. 94 7 0	Rs. 94 5 0	Rs. 94 2 0	Rs. 94 4 0	Rs. 94 2 0	Rs. 94 2 0	Rs. 94 2 0
„ 81 Nominal.	„ 80 8 9	„ 80 8 0	„ 80 8 0 Nom.	„ 80 8 0	„ 80 8 0 Noml.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 80 0 0	„ 80 0 0 Nom.	„ 80 0 0 Noml.	„ 80 0 0 Nom.	„ 80 0 0 Nom.	„ 81 0 0 Noml.	„ 81 0 0 Nom.	„ 81 0 0 Noml.	„ 81 0 0 Noml.	„ 81 0 0 Noml.	„ 81 0 0 Noml.	„ 81 0 0 Noml.	„ 80 0 0 Noml.	„ 80 0 0 Noml.
Nil.	*Nil.*	5,000	*Nil.*	*Nil.*	10,000	*Nil.*	75,000	5,000	1,000	62,600	89,700	28,000	7,12,800	15,000	1,00,000	2,12,000	6,76,000	7,25,000	3,00,000	50,000	69,500	8,27,000	2,67,800	75,000	2,75,200
1,00,000	.....	*Nil.*	Rs. 4,00,000	„	*Nil.*	*Nil.*	*Nil.*	9,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	1,00,000	.....	.....	3,000	Nil.	1,000	5,00,000	Nil.	500	*Nil.*	*Nil.*
Rs. 3 11 6	Rs. 3 11 6	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 11 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 10 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 0	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6	Rs. 3 9 6
„ 4 3 9	„ 4 3 9	„ 4 2 0	„ 4 2 6	„ 4 2 0	„ 4 2 0	„ 4 2 0	„ 4 2 0	„ 4 1 0	„ 4 1 0	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 0 6	„ 4 1 0	„ 4 1 0	„ 4 1 0	„ 4 1 0	„ 4 1 0	„ 4 1 0	„ 4 1 0	„ 4 1 0
As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9 to 9½	As. 9 to 9¾	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 8¾ to 9	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 9 to 9½	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾	As. 9¼ to 9¾
„ 9 to 9¾	„ 9 to 9¾	„ 9 to 9½	„ 9 to 9¾	„ 9 to 9½	„ 9 to 9½	„ 9 to 9¾	„ 9 to 9¾	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 8¾ to „ 9½	„ 9 to 9½	„ 9 to 9½	„ 9 to 9½	„ 9 to 9½	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾	„ 9¼ to „ 9¾
Rs. 58 4 0	Rs. 57 10 0	Rs. 57 8 0	Rs. 57 10 0	Rs. 57 12 0	Rs. 58 8 0	Rs. 59 12 0	Rs. 55 8 0	Rs. 55 8 0	Rs. 55 4 0	Rs. 54 12 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 55 4 0	Rs. 56 12 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 12 0	Rs. 56 4 0	Rs. 56 8 0	Rs. 56 8 0
„ 47 0 0	„ 46 4 0	„ 46 8 0	„ 46 8 0	„ 46 8 0	„ 45 4 0	„ 45 4 0	„ 45 6 0	„ 45 6 0	„ 45 6 0	„ 44 12 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 8 0	„ 45 8 0	„ 45 8 0	„ 45 8 0	„ 45 8 0	„ 45 10 0	„ 45 8 0
„ 29 8 0	„ 29 8 0	„ 29 8 0	„ 30 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0
„ 29 8 0	„ 29 8 0	„ 29 8 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0	„ 29 0 0
„ 58 0 0	„ 53 0 0	„ 51 0 0	„ 54 0 0	„ 52 0 0	„ 53 0 0	„ 52 0 0	„ 52 0 0	„ 51 0 0	„ 51 0 0	„ 51 0 0	„ 52 8 0	„ 42 0 0	„ 50 0 0	„ 51 0 0	„ 51 0 0	„ 51 0 0	„ 51 0 0	„ 52 0 0	„ 51 0 0	„ 52 0 0	„ 51 0 0	„ 50 0 0	„ 51 0 0	„ 52 0 0	„ 51 0 0
„ 10 10 0	„ 10 11 0	„ 10 12 0	„ 10 12 0	„ 10 14 0	„ 10 15 0	„ 11 2 0	„ 11 2 0	„ 11 3 0	„ 11 2 0	„ 10-14-0 to 11-0-0	„ 10-7-0 to 10-11-0	„ 10-14 to 11-0-0	„ 10-14 to 11-0-0	„ 10-13-0 to 10-14-0	„ 10-14 to 11-0-0	„ 10-13 to 10-14-0	„ 10-14 to 11-0-0	„ 10-15 to 11-0-0	„ 11 2 0	„ 11 1 0	„ 11 2 0	„ 11 4 0	„ 11 5 0	„ 11 4 0	„ 11 4 0
„ 10 2 0 to „ 10 3 0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-6-0 to 10-8-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-8-0 to 10-11-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-6-0 to 10-10-0	„ 10-5-0 to 10-9-0	„ 10-4-0 to 10-8-6
Rs. 10 0 0 to „ 10 3 0	„ 11 8 0	„ 13 8 0	„ 14 8 0	„ 11 8 0	„ 11 8 0	„ 14 10 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0
Rs. 14 12 0 Fwd.	„ 15 0 0 Rdy.	„ 14 8 0 Fwd.	„ 14 8 0 Fwd.	„ 14 12 0 Fwd.	„ 14 8 0 Fwd.	„ 14 10 0 Fwd.	„ 14 12 0 Fwd.	„ 14 8 0 Fwd.	„ 14 8 0 Rdy.	„ 14 8 0 Rdy.	„ 15 0 0 Rdy.	„ 15 0 0 Fwd.	„ 15 0 0 Rdy.	„ 15 8 0 Rdy.	„ 15 8 0 Rdy.	„ 15 8 0 Rdy.	„ 15 8 0 Rdy.	„ 15 8 0 Fwd.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.	„ 16 8 0 Rdy.
„ 17 0 0	„ 17 0 0	„ 15 12 0	„ 16 8 0	„ 16 4 0	„ 16 4 0	„ 16 4 0	„ 16 8 0	„ 16 4 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 8 0	„ 16 12 0	„ 16 8 0	„ 16 8 0	„ 17 8 0	„ 17 8 0	„ 17 8 0	„ 17 8 0	„ 17 8 0	„ 17 8 0
„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 13 8 0 Rdy.	„ 13 8 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 0 0 Rdy.	„ 13 0 0 Rdy.	„ 13 0 0 Rdy.	„ 13 0 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	13-4-0 to 13-8-0	13-4-0 to 13-8-0	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.
„ 15 0 0 Rdy.	„ 15 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 15 0 0 Rdy.	„ 15 0 0 Rdy.	„ 15 4 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 13 8 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 15 0 0 Rdy.	„ 15 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 14 0 0 Rdy.
„ 14 0 0 Rdy.	„ 14 0 0 Rdy.	„ 13 8 0 Rdy.	„ 13 8 0 Rdy.	„ 13 8

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1909—contd.

QUOTATIONS.	Week ending 9th July.	Week ending 16th July.	Week ending 23rd July.	Week ending 30th July.	Week ending 6th August.	Week ending 13th August.	Week ending 20th August.	Week ending 27th August.	Week ending 3rd September.	Week ending 10th September.	Week ending 17th September.	Week ending 24th September.	Week ending 1st October.	Week ending 8th October.	Week ending 15th October.	Week ending 22nd October.	Week ending 29th October.	Week ending 5th November.	Week ending 10th November.	Week ending 19th November.	Week ending 26th November.	Week ending 3rd December.	Week ending 10th December.	Week ending 17th December.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Tel. Transfer	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 7 3/8d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 27/32d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 31/32d.	1s. 4 d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 4 d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 1/8d.	1s. 4 1/8d.	1s. 4 3/32d.	1s. 4 3/8
Sight	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 3/32d.
" " 8 m/ths "	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 4 1/16d.	1s. 3 15/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 1/16d.
First Class Credits " " 3 "	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/16d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 1/16d.
" " " 6 "	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.
Documents ... ... 3 "	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/32d.
" " " 6 "	1s. 4 1/4d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.
Paris Francs Mercantile Bills 3 "	1/68 4.	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½	1/68	1/68	1/68½	1/69¼	1/69¼	1/70	1/70½	1/70½	1/70½	1/71	1/71½	1/71½	1/71½	1/71½	1/71½	1/71½
On Calcutta Bank, Telegraphic Transfer	100	100 1/32	100 1/32	100 1/16	100 3/16	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/32	100 1/32	100 1/16	100 1/16	100 1/32	100 1/32	100 1/32	100 1/32	100 1/32	100	100	100
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
On China Mercantile Bills, 30 { per 100 Dollars	H. 129 12 0	130 0 0	129 8 0	129 12 0	129 12 0	129 12 0	129 8 0	131 4 0	131 0 0	130 4 0	130 4 0	129 8 0	129 4 0	129 4 0	128 8 0	128 8 0	128 4 0	127 4 0	127 12 0	127 4 0	127 4 0	128 0 0	128 4 0	131
days' Sight. " " 100 Yens ...	S. 172 8 0	173 0 0	171 12 0	171 12 0	171 12 0	172 0 0	171 12 0	174 8 0	174 8 0	173 12 0	173 12 0	173 4 0	172 8 0	172 8 0	171 0 0	171 4 0	170 4 0	170 0 0	170 12 0	169 4 0	169 12 0	171 0 0	170 12 0	175
	J. 152 0 0	152 4 0	152 4 0	152 8 0	152 4 0	152 4 0	152 4 0	152 12 0	152 12 0	152 12 0	152 12 0	152 8 0	151 8 0	151 4 0	151 0 0	151 0 0	151 0 0	151 4 0	150 8 0	150 0 0	150 0 0	149 12 0	149 8 0	149
English Bar Gold, 100 touch (per tola)	24 3 0	24 2 6	24 2 6	24 3 0	24 3 0	24 3 0	24 2 9	24 3 0	24 3 0	24 3 0	24 3 0	24 2 6	24 1 0	24 1 0	24 0 0	24 1 0	24 0 0	24 0 0	24 0 0	23 15 0	23 15 0	23 15 0	23 15 6	24
	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100
Sovereigns	Rs. 6 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 4 0 0	Rs. 5 0 0 to Rs. 6	Rs. 5 to 6	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 3 0 0	Rs. 5 0 0	15 0 0	15 0 6	15 0 0	15
	" 60 2 0 Rdy.	" 60 6 0 Rdy.	" 59 12 0 Rdy.	" 59 12 0 Rdy.	" 60 2 0 Rdy.	" 60 8 0 Rdy.	" 59 14 0 Rdy.	" 61 8 0 Rdy.	" 60 15 0 Rdy.	" 60 15 0 Rdy.	" 60 7 0 Rdy.	" 60 8 0 Rdy.	" 60 3 0 Rdy.	" 59 15 0 Rdy.	" 59 14 0 Rdy.	" 59 9 0 Rdy.	" 58 9 0 Rdy.	" 58 5 0 Rdy.	" 58 5 0 Rdy.	" 58 7 0 Rdy.	58 7 0 Rdy.	58 7 0 Rdy.	59 0 0 Rdy.	60
Bar Silver (Ex. Duty)	" 59 5 6 Fwd.	" 60 6 0 Fwd.	" 59 14 0 Fwd.	" 59 14 0 Fwd.	" 59 14 0 Fwd.	" 59 15 0 Fwd.	" 59 15 0 Fwd.	" 61 10 0 Fwd.	" 61 1 0 Fwd.	" 61 0 0 Fwd.	" 60 10 0 Fwd.	" 60 8 0 Fwd.	" 60 5 0 Fwd.	" 60 2 0 Fwd.	" 59 7 0 Fwd.	" 59 7 0 Fwd.	" 58 10 0 Fwd.	" 58 9 0 Fwd.	" 58 3 0 Fwd.	58 12 0 Fwd.	58 12 0 Fwd.	59 12 0 Fwd.	60 7 0 Fwd.	61
RATES OF DISCOUNT.																								
Bank Rate of Discount on Private Bills, 60 days' Sight	4 per cent.	3½ per cent.	3½ per cent.	3½ per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3½ per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	4 per cent.	5 per cent.	5 per cent.	6 per cent.	6½ to 7 per cent.	6½ per cent.	6½ per cent.	7 per
Bank Rate of Interest on Demand Loans on Government Securities	4 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	3 "	4 "	4 "	5 "	6 "	6 "	6 "	6
Rate of Interest in the Open Market on Government Paper	3 "	2 "	2 "	2 "	2 "	1½ "	1 "	1½ "	1½ "	2 "	2 "	2 "	1½ "	1 "	1 "	1 "	1 "	2 "	2 "	4 "	5 "	6 "	6 "	6
GOVERNMENT SECURITIES.																								
Three-and-a-half per cent.	Rs. 94 8 0	Rs. 94 6 0	Rs. 94 2 0	Rs. 94 3 0	Rs. 94 8 0	Rs. 94 8 0	Rs. 94 15 0	Rs. 95 2 0	Rs. 94 15 0	Rs. 94 12 0	Rs. 95 0 0	Rs. 94 12 0	Rs. 94 12 0	Rs. 94 11 0	Rs. 94 11 0	Rs. 94 8 0	Rs. 94 8 0	Rs. 94 5 0	Rs. 94 0 6	Rs. 93 4 0	Rs. 92 12 0	Rs. 92 11 0	Rs. 93 0 0	Rs. 93
Three per cent.	" 81 0 0 Nml.	" 80 0 0 Nml.	" 80 0 0 Nml.	" 80 0 0 Nml.	" 80 0 0 Nml.	" 80 0 0 Nml.	" 80 0 0 Nml.	" 81 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom	" 82 0 0 Nom	" 82 0 0 Nom	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 82 0 0 Nom.	" 81 0 0 Nom	" 81 0 0 Nom.	" 82 0 0	" 81
Government Paper enfaced for London	" 2,05,000	" 50,000	*Nil.*	*Nil*	" 2,10,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	" 49,22,500	" 16,50,000	*Nil.*	*Nil.*	*Nil.*	*Nil*	Rs. 65,000	*Nil.*	*Nil.*	" 5,000	5,000
Government Paper enfaced from London to Bombay	*Nil.*	" 23,000	*Nil.*	Rs. 1,000	*Nil.*	.....	*Nil.*	Rs. 51,000	*Nil.*	*Nil.*	*Nil.*	Rs. 1,00,000	Rs. 2,50,000	Rs. 1,50,000	" 1,10,000	Rs. 1,00,000	Rs. 1,00,000	Rs. 7,35,000	Rs. 2,00,000	Rs. 15,04,000	" 2,10,000	Rs. 13,05,000	Rs. 72,000	" 5,00,000
IMPORTS.																								
PIECE-GOODS—																								
7lbs. 33in. 37½ yds. Grey Shirtings (per piece)	Rs. 3 10 6	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 13 0	Rs. 3 13 6	Rs. 3 14 6	Rs. 3 15 6	Rs. 4 0 6	Rs. 4 1 0	Rs. 4 1 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4 0 0	Rs. 4
8lbs. 38in. 37½ to 38 yds. " " "	" 4 2 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 3 0	" 4 4 6	" 4 5 6	" 4 6 6	" 4 7 6	" 4 8 0	" 4 7 6	" 4 7 6	" 4 8 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4 7 0	" 4
No. 40s Water Twist (per lb.)	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1 to 1¼	As. 1¼ to 1½	As. 1¼ to 1½	As. 1¼ to 1½	As. 1¼ to 1¼	As. 1¼ to 1½	As. 1¼ to 1½	As. 1¼ to 1¼	As. 1¼ to 1½	As. 1¼ to 1½	As. 1
No. 80s Water " " "	" 9½ to 9¾	" 9½ to 10	" 9½ to 10	" 9½ to 10	" 9½ to 10	" 9½ to 10	" 9¼ to 10	" 9¼ to 9½	" 9¼ to 10½	" 9¼ to 10½	" 9¼ to 10½	" 10 to 10½	" 10½ to 10¾	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10½ to 11	" 10
Copper Brazers (in bundles) per cwt. ...	Rs. 56 0 0	Rs. 56 8 0	Rs. 56 8 0	Rs. 56 0 0	Rs. 55 12 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 55 12 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 56 4 0	Rs. 55 12 0	Rs. 55 12 0	Rs. 55 12 0	Rs. 55
Yellow Metal " " " ...	" 45 0 0	" 45 0 0	" 45 0 0	" 45 4 0	" 45 4 0	" 45 4 0	" 45 0 0	" 45 0 0	" 45 0 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 8 0	" 45 12 0	" 46 4 0	" 46 0 0	" 46
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 29 0 0	" 29 0 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 29 0 0	" 29 0 0	" 29 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 31 0 0	" 33 0 0	" 33 0 0	" 32
Basic Steel " " " ...	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 29 0 0	" 29 0 0	" 29 0 0	" 28 8 0	" 28 8 0	" 28 8 0	" 28 8 0	" 29 0 0	" 29 0 0	" 29 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 30 0 0	" 31 0 0	" 33 0 0	" 33 0 0	" 32
Swedish Bar Iron " " " ...	" 52 8 0	" 52 8 0	" 52 8 0	" 52 8 0	" 50 0 0	" 50 0 0	" 51 0 0	" 51 0 0	" 51 0 0	" 51 0 0	" 52 0 0	" 53 0 0	" 53 0 0	" 54 0 0	" 54 0 0	" 54 0 0	" 54 0 0	" 54 0 0	" 54 0 0	" 55 0 0	" 56 0 0	" 57 0 0	" 56
Sugar Ordinary Crystals Beet(per cwt.Ex.Godown)	" 11 3 0	" 11 8 0	" 11 8 0	" 11 8 0	" 10 14 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 10 12 0	" 11 0 0	" 11 0 0	" 11 8 0	" 11 12 0	" 11 14 0	" 11 15 0	" 11 16 0	" 11
Do. Mauritius Ordinary Grains, D to J. (per cwt. Ex. Godown)	" 10-4-0 to 10-8-0	" 10-4-0 to 10-8-0	" 10-2-0 to 10-7-0	" 10-2-0 to 10-4-0	" 10-3-0 to 10-4-0	" 10-2 0to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-2-0 to 10-4-0	" 10-6-0 to 10-8-0	" 10-6-0 to 10-8-0	" 10-6-0to 10-8-0	" 10-4-0 to 10-8-0	" 10-8-0 to 10-14-0	" 10-8-0 to 10-9-0	" 10-10-0 to 10-14-0	" 10-10-0 to 10-14-0	" 11-0-0 to 11-2-0	" 11-0-0 to 11-2-0	" 11-4-0 to 11-6-0	" 11-2-
Do. China Best Soft White (per cwt. ...	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 11 8 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 0 0	" 12 8 0	" 12 8 0	" 12 12 0	" 12 12 0	" 12
Davison's West Hartley Coal (per ton) alongside	.....	.....	" 17 to18 Nml.Fwd	" 16 8 0 Fwd.	" 16 8 0 Fwd	" 16 8 0 Fwd	" 16 4 0 Fwd.	" 15 12 0 Rdy	" 15 12 0 Rdy	" 15-8-0 to 15-12 0 Fwd.	" 15 12 0 Fwd.	" 15 12 0 Fwd.	" 15 12 0 Fwd.	" 15 12 0 Rdy	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 12 0 Rdy.	" 15 8 0 Rdy.	" 15
Cardiff " " " ...	.....	.....	.....	" 19 to 20 "	.....	.....	.....	.....	.....	.....	" 17-8-0 to 18-4-0 "	" 18-8-0 to 19-0-0 "	" 19 0 0 "	" 18 8 0	" 18 8 0	" 19 4 0 "	" 19 0 0 "	" 18 8 0	" 18 8 0	" 18 8 0	" 18 8 0	" 18 8 0	" 17-8-0 to 18-0-0 "	" 17-8-
Dusharghar (Bengal) " " " ...	Rs. 12 12 0to13 0 0 Rdy.	Rs. 12-12-0 to 13 0-0	Rs. 13 12 0to13-4-0	" 13 4 0 Rdy.	" 13 4 0 Rdy.	" 13 4 0 Rdy.	" 13 4 0 Rdy.	" 13 4 0 Rdy.	" 13 4 0 Rdy.	" 13 0 0 Rdy.	" 13 0 0 Rdy.	" 13 0 0 Rdy.	" 13 0 0 "	" 13 4 0 "	" 13 12 0	" 14 0 0 "	" 13 8 0 "	" 14 0 0 "	" 13 8 0 "	" 13 8 0 "	" 13 8 0 "	" 13 8 0 Rdy.	" 13 8 0 Rdy.	" 13
Shaw's Best Steam " " " ...	" 15 0 0 "	" 15 0 0 Rdy.	.....	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	.....	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15
Do. Ordinary " " " ...	" 14 0 0 "	" 14 0 0 "	.....	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	.....	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14 0 0 "	" 14
Jardine's " " " ...	" 12 0 0 "	" 12 0 0 Fwd.	.....	" 12 8 0 Fwd.	" 12 0 0 "	" 12 0 0 Fwd.	" 12 0 0 Fwd.	" 12 0 0 Fwd.	" 12 0 0 "	.....	" 12 0 0 "	" 11 8 0 "	" 12 12 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13 4 0 "	" 13
Scrips " " " ...	" 15 0 0 "	" 15 0 0 Rdy.	.....	" 15 0 0 Rdy.	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	.....	" 15 0 0 "	" 14 8 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15
Natal (St. George's & Dundee) " " " ...	" 15 0 0 "	" 15 0 0 "	.....	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	.....	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15
EXPORTS.																								
COTTON—																								
(Full-pressed ; per candy of 784 lbs.)—																								
H. G. Bengals (Railway Terms) ... ... Fine ...	Rs. 247 Rdy.	Rs. 255 Rdy.	Rs. 255 Rdy.	Rs. 253 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 248 Rdy.	Rs. 250 Rdy.	.....	.....	.....	.....	Rs. 246 Rdy.	Rs. 252 Rdy.	Rs. 248,25th Jan.	Rs. 228,25th Jan.	Rs. 220, Jan.	Rs.226, 25th Jan.	Rs. 228, 25th Jan.	.....	.....	Rs. 240,25th Jan.	Rs. 245,
" " " " ... F.G....	" 241	" 248	" 247	" 247	" 244	" 244	" 242	" 240	.....	.....	.....	.....	.....	" 236	" 242	" 206	" 211	" 207	" 214	Rdy.	.....	.....	" 228	" 233
M.G. " " " ... Fine ...	" 254	" 265	" 260	" 260	" 260	" 260	" 260	.....	.....	.....	.....	.....	.....	" 240, 25th Nov.	.....	" 219 Rdy.	" 252 Rdy.	" 250 Rdy.	" 248 Rdy.	" 240, 25th Jan	" 240, 25th Jan	" 240, 25th Jan	" 251
" " " " ... F.G....	" 248	" 259	" 259	" 261	" 258	" 258	" 258	.....	.....	.....	.....	.....	.....	Nil	.....	" 239	" 248	" 240	" 238	" 242	" 240	" 242	" 232	" 244
Scind-Punjab " " " ... Fine ...	" 254	" 265	" 267	" 260	" 260	" 260	" 260	.....	.....	.....	.....	.....	.....	Rs. 231, 25th Jan.	.....	.....	.....	" 228 Jan.	232 25th, Jan.	.....	" 248	" 248	" 248	" 253
" " " " ... F.G....	" 248	" 259	" 259	" 253	" 253	" 258	" 258	.....	.....	.....	.....	.....	.....	Nil	.....	.....	.....	" 221 "	.....	.....	" 239	" 239	" 239	" 241
Khandeish ... ... Fine ...	" 256	" 270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 238, 25th Jan.	Rs. 239,25th Jan.	Rs. 242, 25th Jan.	Rs. 240	Rs. 952 Rdy.	Rs. 240, 25th Jan.	.....	" 242	" 242	" 250
" " " " ... F.G....	" 230	" 260	Rs. 258 Rdy.	Rs. 255 Rdy.	Rs. 256 Rdy.	Rs. 255 Rdy.	.....	.....	.....	.....	.....	.....	.....	" 231 Do.	" 232	" 231,25th Jan.	" 232	231 25th, Jan.	" 231,	" 242	" 242	" 241	" 245
Dhamangaum, Poolgaum ... ... Fine ...	" 265	" 270	" 275	.....	" 274	.....	Rs. 270 Rdy.	.....	.....	.....	.....	.....	.....	" 235 Do.	" 257	" 251	" 258	" 256	" 256	" 254,	" 251, 25th Jan.	" 253	" 264	" 268
" " " " ... F.G....	" 252	" 261	" 268	Rs. 280 Rdy.	" 268	Rs. 275 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nagpur & Kamptee ... ... Fine ...	" 272	" 276	" 276	" 270	" 272	" 268	" 268	.....	.....	.....	.....	.....	.....	Rs. 262, 25th Jan.	Rs. 265, 25th Jan.	Rs. 259, 25th Jan.	" 267, 25th Jan.	Rs. 268, Jan.	Rs.265, 25th Jan.	Rs. 265, 25th Jan.	Rs. 266, 25th Jan.	Rs. 264, 25th Jan.	Rs. 272	Rs. 278,
" " " " ... F.G....	" 267	" 269	" 269	.....	.....	" 270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oomrawattee (descriptions) ... ... Fine ...	" 265	" 270	" 270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 251, 25th Jan.	Rs. 253, 25th Jan.	Rs. 245, 25th Jan.	" 250, 25th Jan.	Rs. 263, Jan.	Rs. 252, 25th Jan.	Rs. 246, 25th Jan.	Rs. 249, 25th Jan.	Rs. 259	26th Jan.	Rs. 263,
" " " " ... F.G....	" 259	" 264	" 264	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Akola, Khamgaum, Karanja(Fair staple) Fine ...	" 268	" 270	" 270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 251, 26th Jan.	Rs. 253, 25th Jan.	Rs. 245,25th Jan.	Rs. 238,26th Jan.	Rs. 253, Jan.	Rs. 252,25th Jan.	Rs. 246, 25th Jan.	Rs. 247, 25th Jan.	Rs. 259	26th Jan.	Rs. 263,
" " " " ... F.G....	" 262	" 264	" 264	Rs. 268 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 256, Jan.	.....	.....	.....	.....	.....	.....
Oomra (Good Staple)... ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " " ... F.G....	.....	.....	Rs. 265 Rdy.	Rs. 268 Rdy.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 252,25th Jan	Rs. 270, 25th Jan.	Rs. 277, 25th Jan.	Rs. 260 25th Jan	Rs. 270, 25th Jan.	Rs. 278,
Broach ... ... Fine....	Rs. 275 Rdy.	" 288 "	" 283 "	" 282 "	Rs. 286 Rdy.	Rs. 285 Rdy.	Rs. 285 Rdy.	Rs. 288 Rdy.	Rs. 290 Rdy.	Rs. 295 Rdy.	Rs. 294 Rdy.	Rs. 305 Rdy.	Rs. 305 Rdy.	Rs.294, 25th March.	Rs. 298,25th Mar.	Rs.291, 25th Mar.	Rs. 300, 25th Mar.	Rs. 302, Mar.	Rs. 306, 25th Mar.	Rs. 306, 25th Mar.	Rs. 308, 25th Mar.	Rs. 309, 25th Mar.	Rs. 310	25th Mar.	Rs. 320,
" " " " ... F.G....	" 270	" 283 "	" 283 "	" 282 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs.276, 25th March.	Rs. 279,25th Mar.	Rs.273, 25th Mar.	Rs. 278, 25th Mar.	Rs. 280, Mar.	Rs.283, 29th Mar.	Rs

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Commerce during the year 1909—contd.

ating July.	Week ending 16th July.	Week ending 23rd July.	Week ending 30th July.	Week ending 6th August.	Week ending 13th August.	Week ending 20th August.	Week ending 27th August.	Week ending 3rd September.	Week ending 10th September.
..d.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
5d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 7 3/8d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 27/32d.	1s. 3 7/8d.
8d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 29/32d.
6d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 15/16d.
6d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 d.	1s. 4 o.
5d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/32d.
5d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 5/32d.	1s. 4 3/16d.
	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 7/32d.
	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½	1/68½
	100 1/32	100 1/32	100 1/16	100 1/16	100 1/32	100 1/32	100 1/16	100 1/32	100 1/16
p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
0	130 0 0	129 8 0	129 12 0	129 12 0	129 12 0	129 12 0	130 4 0	131 0 0	130 4 0
0	173 0 0	171 12 0	171 12 0	171 12 0	172 0 0	172 0 0	173 4 0	174 8 0	173 12 0
0	152 4 0	152 4 0	152 4 0	152 4 0	152 4 0	152 4 0	152 12 0	152 12 0	152 12 0
0	24 2 6	24 2 6	24 3 0	24 3 0	24 2 9	24 2 9	24 2 9	24 3 0	24 3 0
£100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100	Prem. on £ 100
0	Rs. 5 0 0	Rs. 5 0 0	Rs. 4 0 0	Rs. 4 to Rs. 6	Rs. 5 to 6	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0	Rs. 5 0 0
0 Rdy.	„ 60 6 0 Rdy.	„ 59 12 0 Rdy.	„ 59 14 0 Rdy.	„ 60 2 0 Rdy.	„ 60 8 0 Rdy.	„ 59 14 0 Rdy.	„ 61 8 0 Rdy.	„ 60 15 0 Rdy.	„ 61 0 0 Rdy.
0 Fwd.	„ 60 6 0 Fwd.	„ 59 14 0 Fwd.	„ 59 14 0 Fwd.	„ 60 4 0 Fwd.	„ 60 7 0 Fwd.	„ 59 15 0 Fwd.	„ 61 10 0 Fwd.	„ 61 1 0 Fwd.	„ 61 1 0 Fwd.
	3½ per cent.	3½ per cent.	3½ per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3 per cent.	3¼ per cent.
	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „	3 „
	2 „	2 „	2 „	2 „	1½ „	1½ „	1 „	1½ „	1½ „
0	Rs. 94 6 0	Rs. 94 2 0	Rs. 94 3 0	Rs. 94 8 0	Rs. 94 8 0	Rs. 94 15 0	Rs. 95 2 0	Rs. 94 15 0	Rs. 94 12 0
0 Nml.	„ 80 0 0 Nml.	„ 80 0 0 Nml.	„ 80 0 0 Nml.	„ 80 0 0 Nml.	„ 80 0 0	„ 80 0 0	„ 81 0 0 Nom.	„ 82 0 0	„ 82 0 0 Nom
	„ 50,000	*Nil.*	*Nil.*	„ 2,10,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*
	„ 23,000	*Nil.*	Rs. 1,000	*Nil.*	.....	*Nil.*	Rs. 51,000	*Nil.*	*Nil.*
6	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 12 0	Rs. 3 13 0	Rs. 3 13 6
0	„ 4 3 0	„ 4 3 0	„ 4 3 0	„ 4 3 0	„ 4 3 0	„ 4 3 0	„ 4 3 0	„ 4 4 0	„ 4 4 6
0	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾	As. 11½ to 11¾
0	9½ to 10	9½ to 10	9½ to 10	9½ to 10	9½ to 10	9½ to 9¾	9½ to 9¾	9½ to 9¾	9¾ to 10¼
0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 12 0	Rs. 55 12 0	Rs. 55 12 0	Rs. 56 8 0	Rs. 56 12 0	Rs. 56 4 0	Rs. 56 4 0
0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 0 0	„ 45 8 0	„ 45 8 0	„ 45 8 0	„ 45 8 0
0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 29 0 0
0	„ 28 8 0	„ 28 8 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 28 8 0	„ 29 0 0	„ 29 0 0	„ 28 8 0
0	„ 52 8 0	„ 52 8 0	„ 52 8 0	„ 52 0 0	„ 51 0 0	„ 51 0 0	„ 50 0 0	„ 53 0 0	„ 53 0 0
0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 10 14 0	„ 10 12 0	„ 10 12 0	„ 10 12 0	„ 10 12 0	„ 10 12 0
to 18-8-0	„ 10-4-0 to 10-8-0	„ 10-2-0 to 10-7-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0	„ 10-2-0 to 10-4-0
0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 11 8 0	„ 12 0 0	„ 12 0 0	„ 12 0 0
„	.....	.....	„ 17 to 18 Nml. Fwd.	„ 16 8 0 Fwd.	„ 16 8 0 Fwd.	„ 16 4 0 Fwd.	„ 15 12 0 Fwd.	„ 15 12 0 Fwd.	„ 15-8-0 to 15-12 0 Fwd.
„	„ 19 to 20	„ 19 to 20	„ 19 to 20	„ 18 8 0	„ 18 8 0	„ 18 4 0	„ 18 8 0	„ 18 8 0	„ 17-8-0 to 18-4-0
0 to 13 0 0	Rs. 12-12 0 to 13 0-0	Rs. 12 12 0 to 13 4-0	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 0 0 Rdy.
Rdy.									
0	„ 15 0 0 Rdy.	„ 15 0 0 Rdy.	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „
0	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „	„ 14 0 0 „
0	„ 12 8 0 Fwd.	„ 12 8 0 Fwd.	„ 12 8 0 Fwd.	„ 12 0 0 Fwd.	„ 12 0 0 Fwd.	„ 12 8 0 Fwd.	„ 11 8 0 Fwd.	„ 12 12 0 Fwd.	„ 12 8 0 Fwd.
0	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	„ 13 4 0 Rdy.	Rs. 13 0 0 Rdy.	Rs. 13 0 0 Rdy.	„ 12 12 0 Rdy.	„ 12 12 0 Rdy.	„ 12 12 0 Rdy.	„ 12 12 0 Rdy.
0	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „	„ 15 0 0 „
	Rdy. Rs. 255, Rdy.	Rs. 255, Rdy.	Rs. 253 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 250 Rdy.	Rs. 246 Rdy.	Rs. 256 Rdy.	.....
	„ 248 „	„ 247 „	„ 247 „	„ 244 „	„ 244 „	„ 242 „	.....	„ 243 „	.....
	„ 265 „	„ 257 „	„ 260 „	„ 260 „	„ 260 „	Rs. 250 Rdy.	.....	.....	.....
	„ 259 „	„ 241 „	„ 253 „	„ 253 „	„ 254 „	.....	.....	.....	.....
	.....	.....	„ 256 „	„ 258 „	„ 260 „	Rs. 255 Rdy.	.....	.....	.....
	Rs. 260 Rdy.	Rs. 258 Rdy.	Rs. 255 Rdy.	Rs. 256 Rdy.	„ 264 „	.....	.....	.....	.....
	„ 270 „	„ 255 „	.....	„ 274 „	.....	Rs. 270 Rdy.	.....	.....	.....
	„ 264 „	.....	Rs. 280 Rdy.	„ 268 „	Rs. 268 Rdy.	„ 264 „	.....	.....	.....
	„ 275 „	Rs. 258 Rdy.	„ 270 „	„ 272 „	.....	.....	.....	.....	.....
	„ 269 „	„ 268 „	.....	.....	Rs. 270 Rdy.	Rs. 270 Rdy.	.....	.....	.....
	„ 270 „	„ 258 „	Rs. 268 Rdy.	Rs. 270 Rdy.	„ 264 „	.....	.....	.....	.....
	„ 264 „	.....	„ 288 „	„ 264 „	.....	.....	.....	.....	.....
	„ 270 „	Rs. 268 Rdy.	„ 282 „	.....	Rs. 282 Rdy.	Rs. 282 Rdy.	.....	.....	.....
	„ 264 „	„ 258 „	.....	Rs. 282 Rdy.	„ 279 „	.....	.....	.....	.....
	Rs. 265 Rdy.	.....	Rs. 278 Rdy.	„ 279 „	.....	.....	.....	.....	.....
	„ 288 „	Rs. 275 Rdy.	„ 259 „	.....	Rs. 278 Rdy.	Rs. 278 Rdy.	.....	.....	.....
	„ 283 „	„ 294 „	Rs. 3-12-0, Dec.-Jan.	Rs. 278 Rdy.	„ 256 „	„ 266 „	Rs. 280 Rdy.	Rs. 285 Rdy.	Rs. 285 Rdy.
	.....	.....	.....	„ 9-10-6 Oct.-Nov.	Rs. 278 Rdy.	Rs. 9-5-6 Nov. Dec.	„ 291 „	„ 275 „	„ 272 „
	Rs. 276 Rdy.	Rs. 275 Rdy.	Rs. 278 Rdy.	.....	.....	.....	Rs. 9-0-6 Nov.-Dec.	Rs. 9-5-6, Nov.-Dec.	Rs. 9-0-6 Nov.-Dec.
	„ 294 „	„ 291 „	„ 289 „	Rs. 8 14 6 Rdy.	Rs. 8 14 6 Rdy.	Rs. 8 15 0 Rdy.	Rs. 8 15 0 Rdy.	Rs. 9 1 0 Rdy.	Rs. 8 14 6 Rdy.
6 Rdy.	Rs. 9 2 6 Rdy.	Rs. 9 1 6 Rdy.	Rs. 8-12-0 Rdy.	Rs. 8 14 6 Rdy.	Rs. 8 3 6 „	Rs. 8 15 0 Rdy.	Rs. 8 14 6 Rdy.	Rs. 9 1 0 Rdy.	Rs. 8 14 6 Rdy.
6 „	„ 9 1 6 „	.....	Rs. 8-3-6 Rdy.	Rs. 7 15 0 Rdy.	Rs. 8 1 0 „	Rs. 7 15 0 Rdy.	Rs. 7 15 0 Rdy.	Rs. 7 15 0 Rdy.	Rs. 7 12 0 „
6 „	Rs. 8 10 6 Rdy.	Rs. 8 10 0 July.	„ 7-9-0, July-Aug.	„ 7-7-0 Apl.-May	Rs. 7 13 0 Rdy.	„ 7-7-0 Apl.-May	„ 7-7-0 Apl.-May	„ 7-5-0, Apr.-May	„ 7-4-0, Apr.-May
6 Rdy.	„ 8 3 6 Rdy.	„ 8 3 6 Rdy.	„ 8 1 0 Rdy.	„ 9 13 6 „	„ 9 13 6 „	„ 9 13 6 „	„ 9 13 6 „	„ 9 9 6 „	„ 9 9 6 „
0 „	Rs. 10 7 0 „	Rs. 10 7 0 „	„ 10 4 0 „	.....	.....	.....	.....	.....	.....
0 Rdy.	Rs. 6 2 0 Rdy.	Rs. 6 4 0 Rdy.	Rs. 6 2 0 Rdy.	Rs. 6 2 0 Rdy.	Rs. 6 6 0 Rdy.	Rs. 6 14 0 Rdy.	Rs. 6 15 0 Rdy.	Rs. 6 14 6 Rdy.	Rs. 6 14 0 Rdy.
0 „	„ 7 0 0 „	„ 7 4 6 „	„ 7 2 6 „	„ 6 6 0 Aug.	„ 7 0 0 „	„ 6 14 6 „	„ 7 0 0 „	„ 6 12 6 „	„ 6 12 6 „
0, July	„ 6 10 0 July.	„ 6 10 0 July.	„ 6 6 0 Aug.	.....	„ 6 4 0 Aug.	„ 6 2 0 „	„ 6-2-0, Sep.-Oct.	„ 5-14-0 Sept.-Oct.	„ 5-14-0 Sept.-Oct.
0 „	„ 5 5 0 „	.....	.....	.....	„ 5 14 0 „	„ 5 11 0 „	„ 5-10-0 „	„ 5-9-0 Do.	„ 5-9-0 Do.
0 July.	Rs. 6 6 6 July.	.....	.....	Rs. 6-5-6 Aug. Sep.	„ 6 6 0 6 Rdy.	„ 5 13 6 „	„ 5 8 0 Rdy.	„ 5 9 0 Rdy.	„ 6-3-0 Rdy.
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